SEATO RECORD

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- GETTING TO THE ROOT OF THE PROBLEM
- SEATO AND THE WRITTEN WORD...
- TUNING IN ON THE TRIBAL WAVELENGTH

SEATO RECORD

SEATO RECORD features significant events in South-East Asia, as well as activities of the Organization and its member nations. It reports statements which reflect attitudes or policies related to SEATO's role as a defensive organization.

SEATO PROJECTS:

AGRICULTURAL RESEARCH PROJECT

●

SEATO REGIONAL COMMUNITY DEVELOPMENT TECHNICAL ASSISTANCE CENTRE

●

SEATO VEHICLE REBUILD WORKSHOP

●

SEATO SKILLED LABOUR PROJECTS:

Thailand — initiated by SEATO

Military Technical Training School, Bangkok.
Teacher Development Centre, Bangkok.
Vocational Training Centres located in 19 provincial cities.

Pakistan —

SEATO Technical Training Centre, Dacca.
SEATO Technical Training Centre, Karachi.

Philippines —

SEATO Vocational Training Centre, Marikina.

●

SEATO MEDICAL PROJECTS:

Thailand —

SEATO Medical Research Laboratory, Bangkok.
SEATO Clinical Research Centre, Bangkok.

Pakistan —

Pakistan-SEATO Cholera Research Laboratory, Dacca.

●

SEATO CULTURAL PROGRAMME

Under-Graduate Scholarships, Post Graduate Scholarships, Fellowships, Professorships.

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COVER PICTURE:

Throughout the ages the Moon has always been immortalised, romanticised and even 'humanised' by man. — this despite the fact that ever since the invention of the telescope he has always suspected it to be a bleak, inhopsitable core of dust, rocks and craters incapable of supporting life in any form. Now man's achievement of the century — his first landing on the Moon's surface — has proved this. But that is no 'earthly' reason why we shouldn't continue to 'humanise' the Moon. Our artist, Mr. Ittipon Somboonsilp, agreed and promptly set to work to depict how he thought "the Man on the Moon" himself, might react to his first visitors from Earth.

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...Helping to keep the wheels turning

LACK OF MAINTENANCE TAKES HEAVY TOLL OF NATIONS' FINANCES

WHEN those of us who are not mechanically-minded—which in effect means the majority—buy a piece of machinery, whether it be a car, water-pump or a generator, we fill it with whatever fuel is recommended and then tend to sit back complacently expecting it to run forever and a day without needing any further attention.

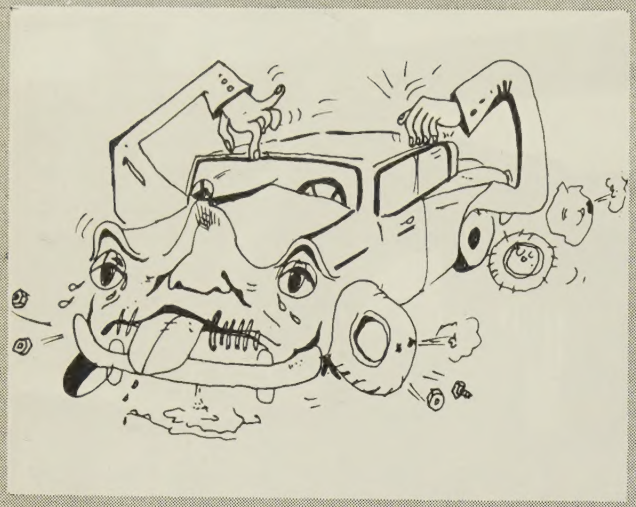
There is the story of the young housewife who goes shopping with her friend in her new car during the days when rear-engined models were still something of a novelty.

Having purchased their groceries from the local super-market, they return to the car. But no amount of wrestling with the choke will coax it to start. So she gets out and lifts up the front bonnet, only to stare in shocked surprise on finding it empty except for a spare wheel. "Mabel," she shouts in alarm to her companion, "for heaven's sake, somebody has stolen the engine!"

"Never mind," Mabel replies placidly. "There's a spare one in the back."

NO LAUGHING MATTER

Although one may smile at such ignorance of the mechanics of things it abruptly ceases to become a laughing matter and instead, a rather sad reflection on how so many of us take for granted the word "Maintenance" with alarming indifference, when it is considered that millions of dollars a year are drained from the finances of developing nations through lack of it.



This was brought home in no uncertain terms recently by none other than Thailand's Chief of Staff, Supreme Command and Minister of Communications, Air Marshal Dawee Chullasapya himself.

Speaking to trainees recently at the annual graduation ceremony of the Military Technical Training School (a joint Thai-Australian project under SEATO) he said that wastage stemming from lack of maintenance work, whether applied to equipment, machinery, buildings or roads, amounts to an enormous sum each year.

"Take the case of vehicles alone, of which there are over five hundred thousand," he said. "If on the average they should become unserviceable even one year before their appointed time we would be losing not less than one thousand million baht a year."

THE COSTLY PENALTY OF NEGLECT

One only has to travel around the countryside for a few days to obtain some idea of the penalty the nation is paying in terms of financial loss, simply because those who own or operate technical machinery neglect to keep it in good repair.

Abandoned cranes, bull-dozers, trucks, rusting away by the road-side are not an uncommon sight—any more than are depressing junk yards of vehicles of all kinds exposed to the elements, which for the sake of a little care and maintenance could still have been on the road doing useful work.

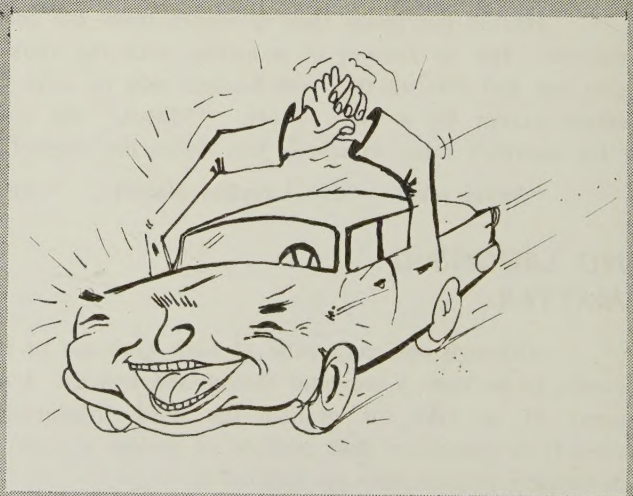
Linked closely to maintenance—and indeed inseparable from it—is the need for adequate spare parts. For without these, it is impossible to maintain vehicles in good working order. Which is why guarantees of adequate supplies of spares are part and parcel of any contracts undertaken for the purchase of vehicles or machinery by either Government or private firms. And yet, Air Marshal Dawee was insistent that maintenance has been generally neglected to the extent as to actually impede the economic progress of the country.

"Why was it," he asked, that the rate of depreciation of things in Thailand was so abnormally high? The answer, he emphasized, was either because those who use them do not know how to maintain them properly; or they do not bother to apply what they know.

AN ILLUSION BORN OF IGNORANCE

His remarks apply equally to other developing countries and one might go further and say that in many cases, it is a combination of both—together with the illusion born of ignorance that machines in some mysterious way possess magical properties that enable wheels and cogs to turn and mesh forever without even the use of the simple spanner, the modest screw-driver and the humble oil can.

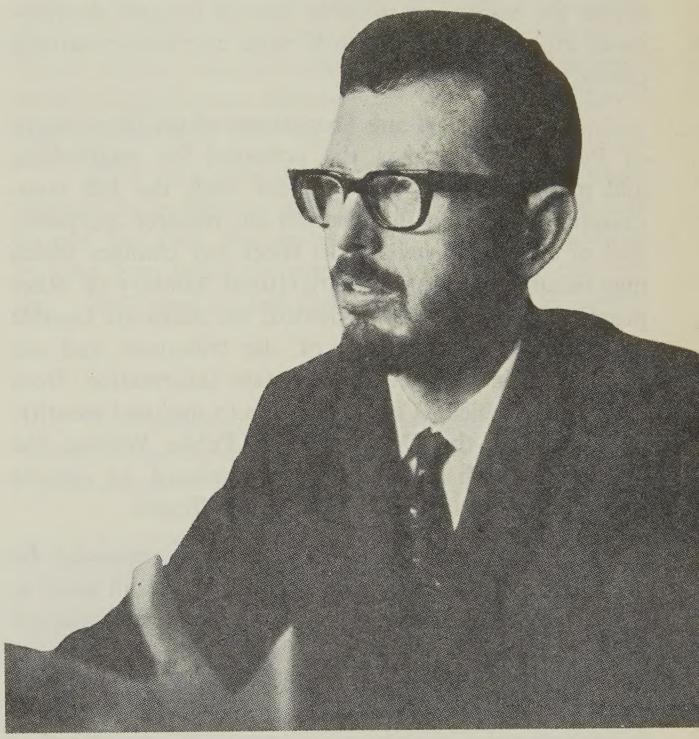
It is indeed fortunate in the light of Air Marshal Dawee's revelations that such institutions as the Military Technical Training School, the Vehicle Rebuild Workshop and the Skilled Labour Project, (all originally launched through SEATO) are able to play a valuable part in remedying this state of affairs by turning out each year cadres of fully trained mechanics, technicians and engineers, capable of repairing and maintaining in good working order, mechanical equipment of all kinds.



THE DILEMMA OF SHIFTING CULTIVATION

GETTING TO THE ROOT OF THE PROBLEM

Mr. G.A. Oughton, Australian agricultural reasearch officer working under SEATO at the Hill Tribes Research Centre in Chiang Mai, discusses in this, the second of two articles on shifting cultivation, some of the ways of overcoming certain problems connected with this method of farming.



CONTROLLING the population growth in tribal areas would be one way to help to overcome the unstable cultivation pattern and land shortage in the hill regions.

It appears, however, that although the population of tribespeople is increasing as already described, the main pressure will come from expansion of the lowland groups.

The hill-tribe population is not much more than one per cent of the total for the Kingdom, although the area they occupy is disproportionately large.

With regard to security, the effects of insurgency are already being felt in many centres in the North; military activity has been (and will presumably continue to be) necessary to control outbreaks of violence; and refugees have been evacuated to resettlement areas.

Training of forces engaged in these activities should ensure that the members of the forces are aware of the facts of the situation so that potential friends are not turned into enemies; and that no malpractices occur which could be exploited by clandestine radio propaganda broadcasts.

Hill communities as such need not be regarded as any more prone to support insurgency than any other ethnic group. In fact results of research consolidated at the Tribal Research Centre indicate that the hill tribes could generally be regarded as less interested in united political activity than some other ethnic groups because of:

1. The high demands the agricultural cycle makes on their time and labour resources;
2. The traditional tendency to migrate away from trouble rather than become involved in it;
3. The social structure in which the "household" is usually the largest effective political unit, and the inclination of each household to work and act independently of other households.

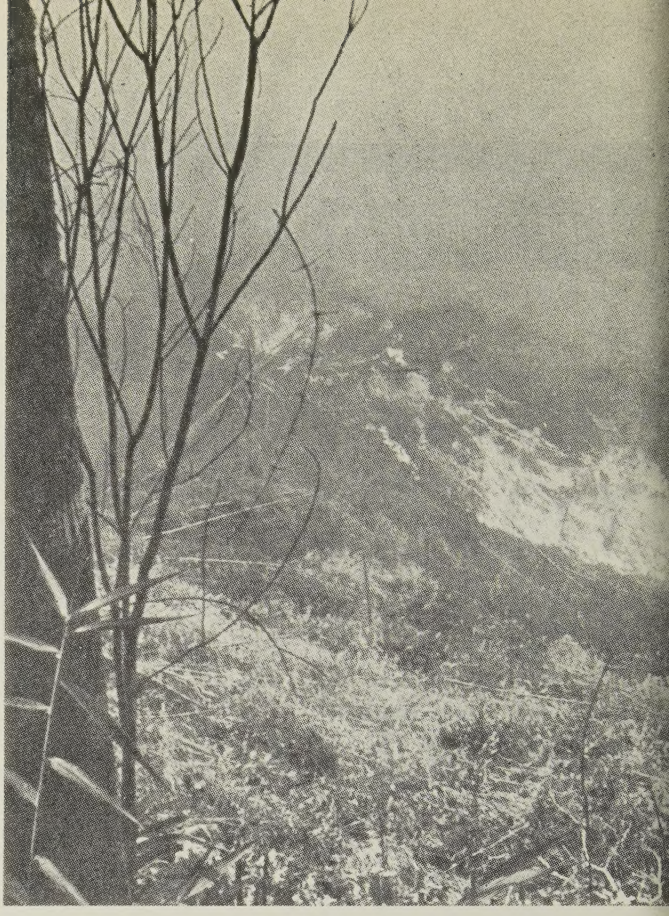
The hill regions at the moment contribute very little to the Kingdom's income, so it is obviously "good business" to be careful to ensure that the hills remain peopled by those who are of friendly disposition to the Administration, in order to reduce as far as possible non-productive expenditure (e.g., for military operations) to maintain peace in the area; and to divert the maximum possible finance towards development expenditure which will raise the area's earning power.

The Mobile Team Programme of the Department of Public Welfare has the potential for establishing and maintaining friendly contact with the hill communities, gathering information for research purposes, and of eventually helping to effect any changes which may become necessary in agricultural, sanitary or other practices. Being welfare-oriented, the teams are capable of gaining the confidence of the tribesmen and are thus often in a position to obtain information from the people, which is of significance to national security. Being also in the Department of Public Welfare the Tribal Research Centre is strongly placed as regards maintaining contact with the Mobile Teams.

To a large extent, the problems presented by Thailand's hill tribes are problems of the hill areas as a whole (i.e. many communities of Thai nationals are also involved in the hills). Similarly, problems of the hill areas are problems pertaining to the remoter rural regions as a whole—many lowland areas suffer transport and communication difficulties, have dialect problems when communicating with officials, and are behind in administration and education due to the difficulties often encountered in attracting competent officials to posts in remote areas.

Thus, facilities in the valleys will need to be up to standard before effective development is practicable in the mountains.

Moreover, in terms of geography, climate, ecology, populations etc., Thailand's hills are contiguous with those of Burma and Laos, and to a certain extent



A typical sight in the hills of Northern Thailand: a tract of land being subjected to the 'slash and burn' treatment.

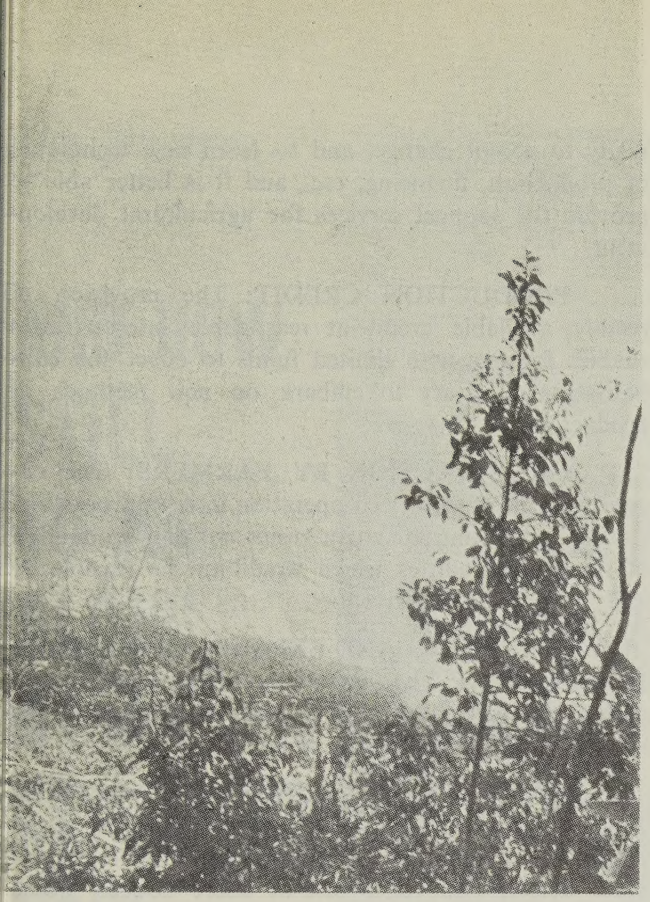
southwestern China and northern Cambodia. It will be very difficult therefore, to cope with many problems in the border regions, particularly insurgency, migration and opium trading, without greater regional co-operation between neighbouring governments.

Opium is the only pain-killing drug available to many hill communities, and its use for medicinal purposes undoubtedly initiates many cases of addiction.

Being light in weight and having been readily saleable in the past has led to its importance as a cash-crop in the mountains above 3,000 ft. altitude (the poppy being unthrifty at lower elevations).

The hill farmers find opium-growing very arduous, and are usually eager to grasp at any alternative form of comparable income; also, many tribes disfavour the practice of opium addiction.

Due to the present official disapproval of opium-growing and trading, with gradually increasing restriction, the grower's price of opium is currently falling, and trading is becoming more difficult.



The new drug developed in the United States for the cure of opium addiction would bear local investigation as an aid to general control measures. But a great need, when dealing with the opium problem, is the development of alternative crops and/or agricultural systems which will obviate the need to grow opium as a cash crop in the economies of some of the hill tribes. To fill this need, general principles of agricultural development will have to be considered.

There are five essentials which must exist before effective agricultural development can proceed. They are:

FIRSTLY, the full exploitation of local or export market opportunities, already available for many commodities, which could be grown in the hills of Thailand;

SECONDLY, the need to make more readily accessible the considerable amount of technical information concerning tropical upland agriculture which is available from other countries. Improvements in communications and administration would facilitate the extension of this technology in the hill regions;

THIRDLY, because agricultural and forestry activities are so dependent on the weather, the seasons, and the laws of nature, seed, fertiliser, tools etc., *must* be available in the *right quantities*, in the *right places*, at the *right times*. Again, improvements in communications and transport tend to encourage the establishment of small private businesses which can supply these goods on demand at the site of utilisation;

FOURTHLY, because successful agricultural production depends heavily on the *voluntary* efforts of each individual farmer, often working long hours under unpleasant conditions, each individual must be motivated to engage in agricultural development. It is in this requirement particularly that the anthropological knowledge being assembled at the Tribal Research Centre will be required when considering any development programmes for hill communities, because different ethnic groups have differing motivations and aspirations.

It is very difficult to motivate agricultural communities to undertake any long-term endeavours if they do not feel that they have some form of ownership or long-term leasehold over the land they are cultivating. They need to feel that they will have the chance

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Two women of the Red Lahu tribe are pictured here hoeing the top soil of a patch of ground cleared of undergrowth by burning.

A Red Lahu woman busy weeding crops with a hand trowel. Shifting cultivation is not a harmful method of farming in itself if care is taken, as in this case, to rotate crops on a planned basis so that the soil does not become exhausted of nutrients.

●

to personally derive the future benefits of present investments of labour, materials, or money. This is a pressing problem standing in the way of agricultural uplift in the hills;

FIFTHLY, all the five essentials mentioned must exist before agricultural development can proceed, but often the above requirements will ensue automatically once good all-weather main and feeder roads have been constructed, and provided that they are maintained.

After the five requirements above have been met, attention to the following points will speed up the pace of development:—

EDUCATION: An educated community is more ready to accept change, and to learn new techniques of production, financing, etc., and it is better able to provide the support services for agricultural development.

PRODUCTION CREDIT: The provision of readily available credit at reasonable interest rates enables farmers with limited funds to effect the capitalisation necessary to embark on new methods of production.

GROUP ACTION BY FARMERS: The encouragement of farmer co-operation in crop-processing, storing, marketing etc., can result in the production of some commodities which would not be feasible by independent individual effort.

IMPROVING AND EXPANDING AGRICULTURAL LAND: The availability of improved or expanded agricultural land is a great incentive for the increase and diversification of production.

NATIONAL PLANNING FOR AGRICULTURAL DEVELOPMENT: Agricultural activities often require inputs of labour, finance, supplies, equipment etc., at odd times and at short notice. Some Government-run agricultural development schemes have failed in the past because these requirements often conflict with the methods of releasing government finances, and the terms and conditions of service of government employees.

Co-ordination of effort

Because there are so many agencies initially involved in development works, a very important but often neglected function of government is to provide authoritative co-ordination of the individual efforts of all these agencies toward the common goal.

A secure environment is a considerable encouragement to investment in agricultural or forestry development, due to the long-term nature of these activities, and the time taken to realise a profitable return on the initial investment.

Conversely, agricultural development in a region tends to enhance the security of that region, — people with money invested or crops in the ground will be unsympathetic to disruptive influences which may prevent them harvesting their crops, or which may cause destruction or damage to buildings, or machinery. Thus, in an insecure area, co-operation between military and development planning should facilitate large-scale, long-term improvements in both the economy and security of the region.

The jet age...

AND HOW STILL TO JOG ALONG AT A LEISURELY PACE

By
ERNESTO MADRID

Pictured above is a typical calesa, the cochero (driver) holding the reins of his horse as he waits for passengers in a busy Manila street.

AS one marvels at the realization of man's dream to conquer space; as one observes the present trends in jet-age transportation, one cannot help but admire the staying power of the Filipino calesa.

Coming into existence during the Spanish regime, the calesa is today as much a part of Filipino life as our customs and traditions. It is no wonder, therefore, that the Philippine rural scene has been continually and consistently depicted as a calesa parked in front of a "bahay kubo" or nipa hut.

In many far-off parts of the Philippines, the calesa is the only means of transport, an entity the rural folk cannot do without. In the big cities, however, the calesa struggles for survival amid all the din and the rush. City commuters understandably prefer the bus or the jeepney to the slow-moving calesa. But it takes all kinds to make a city, and—fortunately for the cochero (driver) a certain sector of the city population still engages the services of the calesa. These are the people who justify the existence of the calesa and give the cochero reason enough to endure.

The calesa is a cart that accomodates two or three persons. A small round stool occupies the mid-

The rather more ornately decorated caretela, pictured here, is the calesa's big brother with room for luggage as well as passengers.

front part of the cart. This is where the cochero sits. A couple of wheels turn for an average of six hours a day as the horse pulls the cart to wherever the cochero leads it. The calesa is primarily for passengers and has little room for baggage.

Because of its slow pace, it is perfect for leisurely rides around the city; because it is open, it affords a good view of the scenery.

Another vehicle similar to, and often mistaken for, the calesa is the caretela. Unlike the calesa, the caretela can take on lots of cargo, since it has a baggage room at its rear, and is often a rather more ornate piece of craftsmanship. Two built-in wooden benches span the width of the cart and can accomodate as many as six passengers. Oftentimes, when the vehicle is filled to capacity, the poor cochero sits on the floor as his horse uncomplainingly carries his load through the streets. Below the cart hangs a big basket of hay for the horse's feed. Soon, the passengers will alight, and the horse will be given its well-deserved ration of hay.

In Manila, most of the horses used in the calesa business have been retired from the race tracks. They who used to run as fast as the wind now take on a much-slower gait. These horses are of foreign stock and are very much bigger than the local breeds. Their long strides are an advantage to the cochero because longer strides mean more trips for him and therefore income for his family.

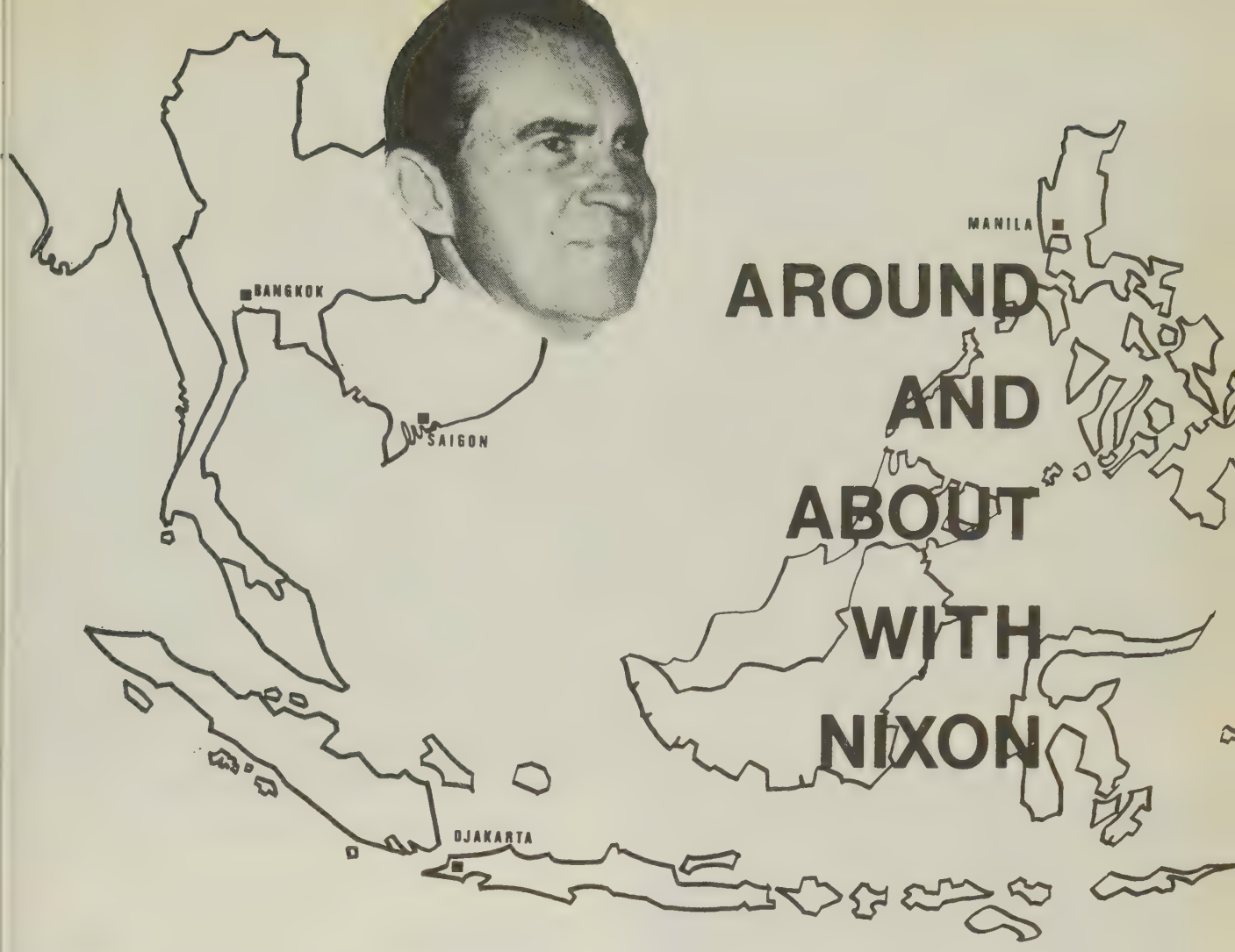
The calesa and the caretela are not, as the observer will notice, as ubiquitous as the jeepney or the taxi. The traffic conditions in Manila are such that a drizzle can cause a traffic jam; it cannot be any worse than it already is. For this reason, horse-drawn vehicles are not allowed in the big main thoroughfares. Their routes are limited to the small, narrow streets where they can take their own sweet time without clogging the traffic.

Many passengers

The bulk of the cochero's earnings comes from the small-store owner, his regular client, who goes shopping everyday for replenishment of the store supplies. Then there's his other client, the Chinese, who seems to dislike the speedy bus or the speedier jeepney. Districts with big public markets, like Paco and Quiapo, are the cochero's territory. But he survives best in Divisoria where shoppers with heavy loads come and go. Rush hours of the day find Manilans struggling for a seat in a jeepney or bus. The unlucky ones turn to the calesa: at best, a third choice, at worst, a last resort. Which explains the cochero's measly daily income which averages Peso5.50—hardly worth some six or seven hours of sweat and toil.

Statistics show that the cochero and his calesa are slowly disappearing, particularly in Manila. The Land Transportation Commission reported about 1,900 cocheros and about 1,600 calesas in 1968 and about 650 cocheros and 1,070 calesas in 1969. From the decline in the number of cocheros, one could conclude that these ex-cocheros have found other means of livelihood, perhaps one that would make them better providers for their families. It is likewise possible, of course, that they have gone home to the provinces to ply their trade there.

Decades from now, the cochero and his calesa may vanish from the Philippine scene. But considering the Filipino's regard for traditions, chances are they will be here for a long time to come.



AROUND AND ABOUT WITH NIXON

THE Asian part of Nixon's world tour was characterized by his continual emphasis that his country would continue to stand by its Asian allies, at the same time emphasizing the need for them to stand on their own feet both militarily and economically, with the continuing help of American aid.

On the eve of his departure for South-East Asia from Guam Island the President summed up the purpose behind his visit by saying that he wished to discuss revised relationships whereby "the United States would assist but not dictate."

He made it clear that "America's new policy line" would not permit the use of U.S. military personnel in actions that should be the primary responsibility of individual countries.

As far as SEATO was concerned he gave assurances that the U.S. would continue to keep its commitments to the eight-nation Organization. The President added that the U.S. would encourage Asians to look after their internal security and military defence problems—except where there was a threat from a major power involving nuclear weapons.

IN MANILA:

President Nixon's first stop was Manila where he declared on arrival he had "come to Asia in pursuit of peace."

After two hours of private discussions closeted with President Ferdinand E. Marcos, Mr. Nixon later said: "America's future considerations towards the protection of Asia should come as a supplement to Asians' energies and in response to Asians' leadership."

President Marcos, while agreeing in principle with America's 'new look policy' in Asia expressed concern at any complete pull out of the U.S. from the region.

IN INDONESIA:

As the first U.S. President to visit this country, Mr. Nixon told President Suharto that while he fully

Pictured here at the Grand Palace with U.S. President Richard M. Nixon is the Secretary General of SEATO Lieut. Gen. Jesus Vargas.

They held discussions concerning SEATO and other regional matters which lasted for half an hour.

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understood the desire of the people of Indonesia to remain independent and self-reliant, the U.S. realized it had a part to play in Indonesia's progress.

"We know you want to be independent and self-reliant," he said, "and we understand. We also understand we have to play our fair part."

IN THAILAND:

It was President Nixon's sixth visit to Bangkok—"My favourite city"—and he made the longest stay of his tour there. He had the opportunity of discussing regional affairs and future implications of U.S. policy in the region with H.M. the King, Prime Minister Thanom Kittikachorn, Foreign Minister Thanat Khoman and other senior cabinet ministers.

He also held private discussions at the Grand Palace with the Secretary-General of SEATO, Lt. Gen. Jesus Vargas. Although the subjects General Vargas and Mr. Nixon discussed were not disclosed they were understood to have been most reassuring and productive as regards future U.S. commitments to SEATO.

Earlier, in response to a welcoming speech by Bangkok's Lord Mayor, Chalit Kulkamthon, President Nixon said that while passing SEATO Headquarters building he was reminded of the fact that his nation and Thailand were signatories to this Asian agreement.

"A treaty can be just a piece of paper, but to the U.S. and Thailand it means more than that as we share common ideals," Mr. Nixon said. "Our spiritual and ideological treaty with Thailand is not just a piece of paper—its significance goes far beyond that."

IN VIETNAM:

A one-day visit to Saigon gave Mr. Nixon an opportunity both to confer with President Thieu and to make a brief tour by helicopter of U.S. Army posts in the field.

Following his meeting with President Thieu, Mr. Nixon said it was high time for the North Vietnamese to respond to peace overtures.

"The U.S. and South Vietnam have made enough offers which are as generous as any ever made in the history of warfare. It is a peace of reconciliation that is offered," he said, "—a peace in which people will decide; a peace that is just."

There had been enough suffering, Mr. Nixon added, and it was time to bring an end to the war in a way that would not encourage another war; to bring an end to the war in a way which would provide the right to choose the kind of government they wanted for the people of South Vietnam—and in providing that right, make it more possible for the other people in South-East Asia to retain that same right for themselves, Mr. Nixon said.

President Nixon and Prime Minister Thanom Kittikachorn share a joke at an official luncheon.

On the right Mrs. Nixon at the Bangkok School for the Blind.

IN INDIA:

Asian problems should be solved within the Asian community and without the influence of outside power nations, President Nixon said in a statement on arrival at New Delhi.

"We respect India's way of emphasizing national independence while accepting the inter-dependence of nations", he added.

Prior to talks with the Prime Minister, Mrs. Indira Gandhi, the President pledged to a large crowd at the airport that America wanted to work with India "for the goals you believe are best for India—not our goals, but goals in which we all believe."

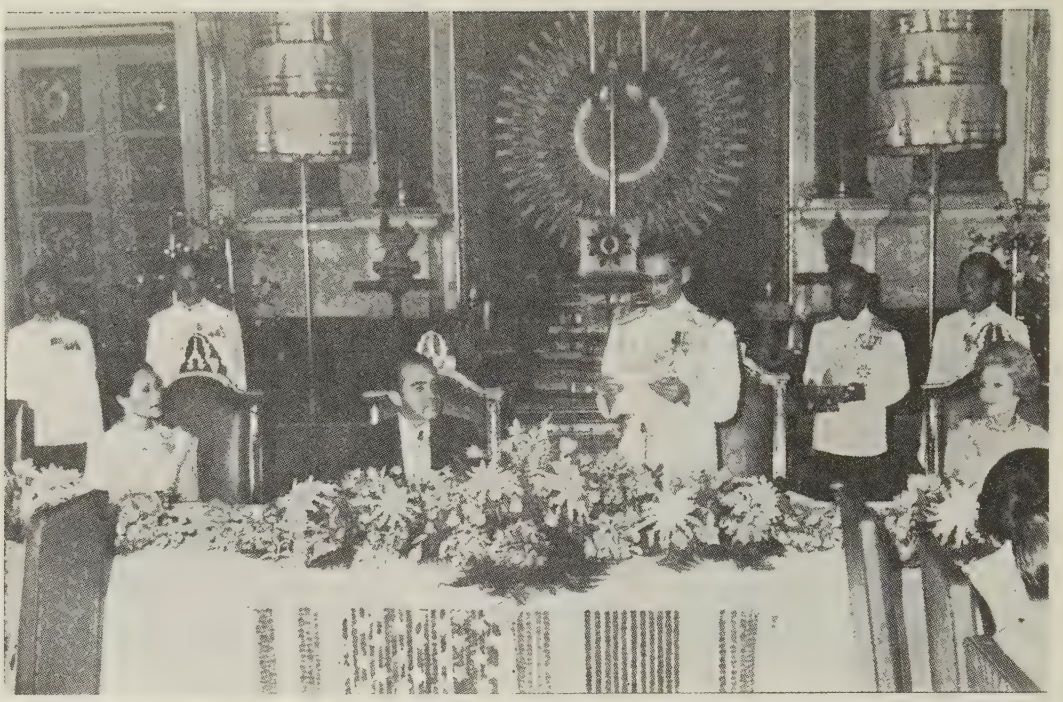
IN PAKISTAN:

In Lahore, where he met with President Yahya Khan and other Pakistani leaders, President Nixon called for a broad programme of regional and bilateral projects in Asia as the best way of bringing peace and progress to the area.

He told Pakistan's leaders the United States would not abandon Asia to the Communists.

THE KING:

The Moon – and human problems



His Majesty the King of Thailand is pictured above proclaiming a toast of welcome at the State Banquet held in honour of visiting President and Mrs. Nixon.

IN a welcoming toast to President and Mrs. Richard M. Nixon at a State Banquet held in honour of their visit to Bangkok, His Majesty The King of Thailand said that it was significant that in spite of the breathtaking achievement of man's first landing on the Moon the President had not lost sight of—and indeed continued to be deeply concerned with—overcoming the social and economic problems of humanity both in America and elsewhere. The full text of The King's speech follows:

"On behalf of the Thai Nation, the Queen and I take particular pleasure in extending to you and Mrs. Nixon, as well as to the members of your party, a warm and cordial welcome to Thailand.

I consider it an auspicious omen that under your eminent leadership, Mr. President, the unqualified success of man's first landing on the Moon and the subsequent safe return of the astronauts to earth have been achieved. For this momentous occasion the Thai nation joins me in offering Your Excellency and the American people our heartfelt congratuations.

Last week's breathtaking achievement of Apollo Eleven and its brave American crew cannot be measured solely in scientific terms, for it also indicates man's ability to look beyond his earthbound problems, and to set his sights on new horizons in quest of wider knowledge and deeper unstanding of himself and his environment.

Human affairs important

It is both significant and gratifying to me to realize that, in the face of this epoch-making achievement of the American people, of whom you are the leader, you, Mr. President, have not lost sight of and are still deeply concerned with the more mundane human affairs both inside your own country and elsewhere, as evidenced by your visit to Asia and to this country. It is my hope that your efforts in this field meet with all the success that they deserve.

Your visit to this country, Mr. President, will do much to cement and further the traditional ties of friendship between our two peoples, who are today more firmly linked as never before in the cause of peace, freedom and human progress.

Although we are now living in the days of changing policies and broadening political horizons, the people of Thailand are still determined to work for that cause. Allow me to reassure you, Mr. President, that as long as it remains within your policy to foster peace and uphold freedom in this part of the world, we shall co-operate with you to to the fullest measure for the benefit of our peoples...'

Pres. Nixon:

The Moon — and mutual understanding

REPLYING to the toast of his Majesty the King, President Nixon dwelt on the topic of "understanding" between countries and peoples as being the key to peace and progress.

Extracts from Mr. Nixon's reply follow:

'As I stand here in this room, I realize what a very great privilege it is for me to answer the eloquent remarks that have been spoken by His Majesty, and, of course, to point out that insofar as the achievement of our astronauts is concerned, that it belongs not to just one nation, but to the knowledge that came through the generations and, yes, through the centuries, so that finally this pinnacle could be achieved.

But, also, as I stand here, I am reminded of other things: reminded not only of what that achievement means for the future; the excitement of it all, but, also, of the fact that we are very fortunate in this great room tonight in the presence of this company to think of the past, and how that past can be blended with the present in order to build a greater future.

And there is no leader in the world, and no nation in the world in which that is being better accomplished than in this nation and in this leadership.

If you will permit a personal recollection. In the year 1953, when I was a young Vice-President and His Majesty was a very young King—of course he is still a young King—I recall asking him a question that I asked of 18 leaders of Asia on a trip that Mrs. Nixon and I took as representatives of President Eisenhower through the Asian areas.

The question at that time, in 1953 when the world was wondering which way Asia would turn, and what the prospects were for peace and freedom and progress in this area, the question was: If you were to pick out one single factor that was more important than all the others, what would you choose for the essential ingredient for progress?

In many other nations, some had said economic development, others had spoken of the necessity for military strength to deal with their internal problems... but what this young King said was to me very revealing.

He said "What we need, what we need in Asia, and what we need in the world, is understanding above everything else."

I did not realize then what that word "understanding" really meant, because I knew what it meant in English. But I have only since learned the deeper meaning that it has in the Thai language. And understanding in the Thai language means literally, 'enter the heart.'

Much is owed to the pioneer of the past

And certainly I would say, as I look back over the past 16 years in which we have seen war and difficulty and violence around the world, that those words and that opinion stand up very, very well. The world needs understanding, understanding which penetrates deep into the hearts of all of us, understanding which realizes that the achievement of going to the Moon is almost miraculous when we think of it, and therefore, deserves our respect.

But understanding which also recognizes what we have learned from the past: how much we owe to those that have gone before us.

Blending tradition and culture with modern progress

As one philosopher has put it, the reason that we can see further than the ancients is that we stand on the shoulders of those who have gone before us. And here in this land, a land that has been free for 1000 years, a land which has maintained as we see in this room tonight, the tradition, the culture of the past, and, yet, has been able to blend that with the modern programmes which means the tremendous progress that we see in this city and over this land today.

This, I say, is the kind of understanding that each nation and each people of the world needs.

And so, tonight as I reflect with you on these things, I simply want to conclude with this thought: That we are fortunate in this room on this occasion to be reminded by His Majesty of the great promise of the future and of the technological achievement that made that promise possible; but we are also fortunate to be reminded that progress would not have been possible had not we built on the sound foundation of all the learning, of the culture and the tradition and the discipline of the past.

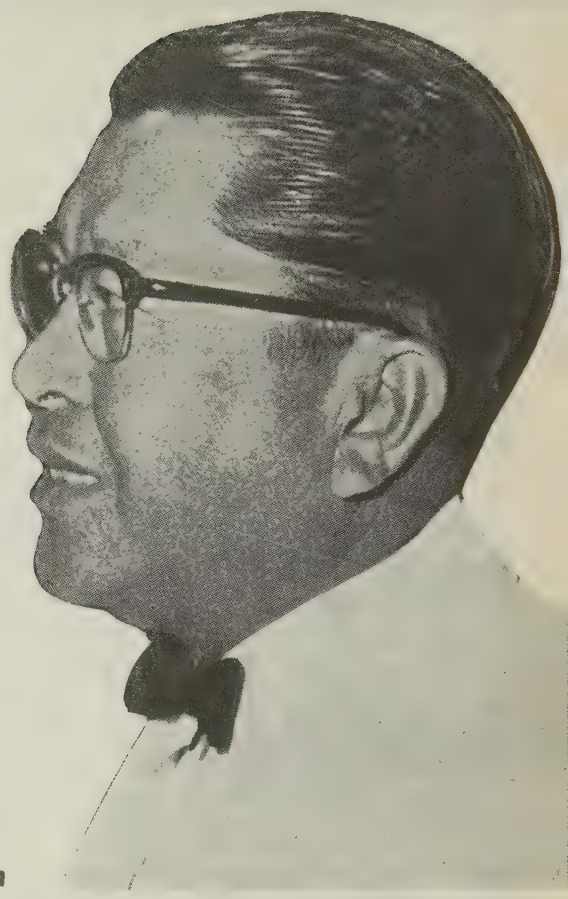
And right here in this room we feel it, we see it, we hear it all.

Your Majesty, this is the sixth time that I have visited your country and each time I have been overwhelmed with the courtesy that we have received, the hospitality that has been extended.

Tonight, at this beautiful dinner, and particularly as we drove through the streets to see the most spectacular display of lights that I have ever seen even at Christmas time in our own country, I realize that we were very fortunate again to come to this land of the free and to be your guests.

So, I know all of you would like to join me in raising your glasses to Their Majesties the King and Queen of Thailand, and to that understanding which enters the hearts of all men, so that we can really have true peace and freedom in the world....

THE FATE OF A NATION



...as seen by Thanat Khoman

THE Foreign Minister of Thailand, Mr. Thanat Khoman, said in a lecture to more than 2,000 students at Bangkok's Thammasat University recently that he viewed Asia as emerging into a new era "which is full of dangers."

"The age of imperialism which has dominated Asia for several hundred years is diminishing," he said. "Now Asia is in a new era which is full of dangers."

In his speech, Dr. Thanat called on Thailand to become more self-reliant so that outside factors will not weigh so heavily in her future.

Dr. Thanat said that in the past the Western powers have determined the fate of South-East Asian countries. In the future, he said, five factors will bring about stability or instability in the region.

First, the role of the United States in the world. This question, being widely debated by the American people, is a crucial factor. The majority of Americans, Dr. Thanat said, believe that the United States should be a great power in the world, not just in the West. But some believe that the U.S. should stop meddling in South-East Asia, or should focus their Asian activities on Japan.

Second, the uncertainty of Communist China's policy. China will continue to support liberation wars in various countries. It is apparent, Dr. Thanat said, that Communist China still has aggressive intentions against other nations.

Communist China is the big question and the most important one in the world today, the Foreign Minister said.

Third, the Sino-Soviet problem. No one knows how serious the split is. Whether they continue to fight or renew relations will affect Thailand and its policies, Dr. Thanat said.

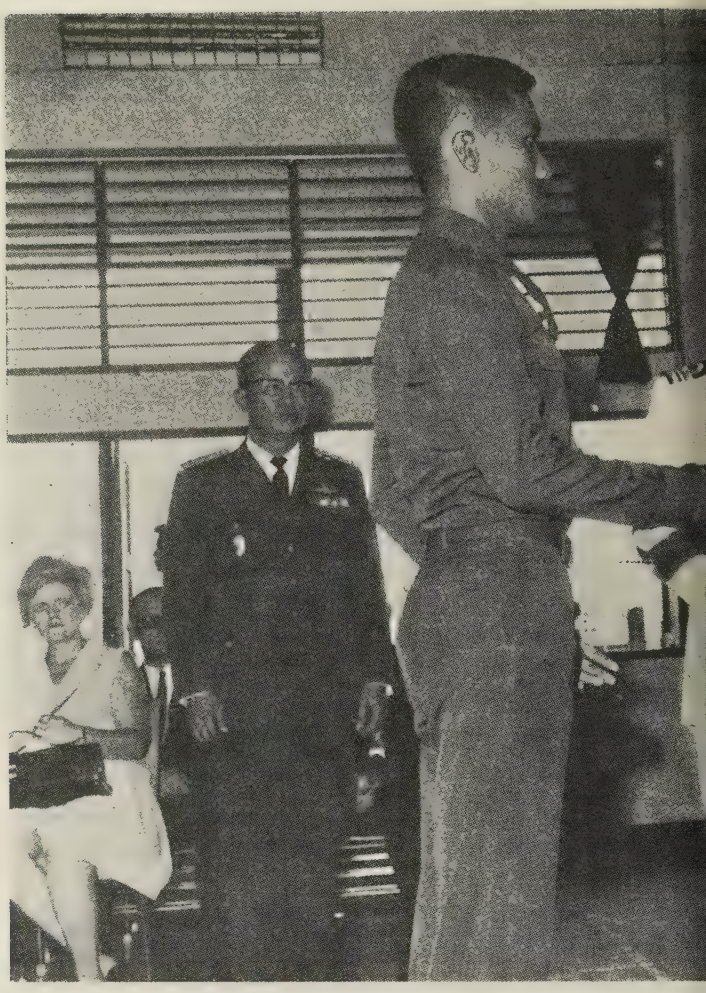
Fourth, Russia's Asian policy. Because Western powers. such as Great Britain and the United States, are withdrawing their forces and reducing their interest in Asia, Russia seems to be left. Russia, contrary to the West, is increasing its influence judging from incidents in the Middle East and India. If Russia were to attempt to counter Red China as news reports suggested, Dr. Thanat said, it would aid in the security of Asia.

Fifth, co-operation between Russia and the United States in countering Red China. The question as to whether or not Russia and the United States agree to hinder Chinese aggressive action in Asia is crucial, Dr. Thanat said.

Thailand must consider the situation as the old era passes and the new one comes, the foreign Minister added, "and above all we must strengthen ourselves to meet possible dangers from all sides."

For with the possibility that the U.S. will withdraw from Asia, "we must not continue to rely on others. We should be as self-reliant as we can. However, we must co-operate with all nations on an equal basis and status," he concluded.

76 TRAINEES FROM MTTS RECEIVE AWARDS



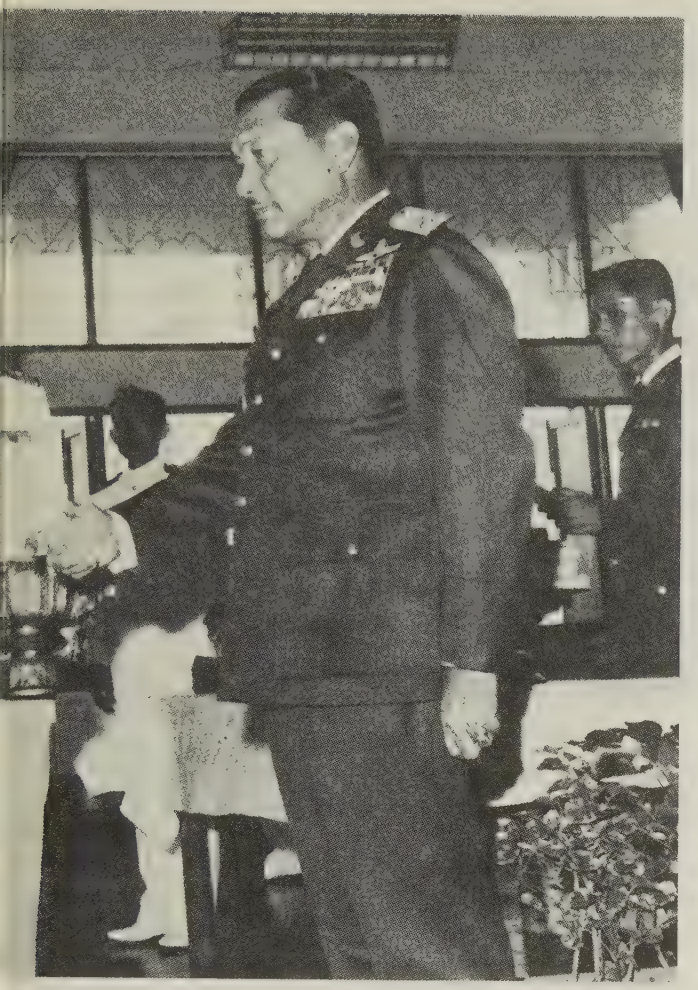
...and a timely warning too, from Marshal Dawee

AIR MARSHAL Dawee Chullasapya, Thailand's Chief of Staff, Supreme Command, who presided at this year's recent graduation ceremony at the Military Technical Training School — a joint Australian-Thai project under SEATO — coupled his congratulations to the 76 successful trainees with a clear and unequivocal warning about the serious financial losses to the country being incurred through lack of proper maintenance.

"I should like to draw your attention as tradesmen to a very important matter which to my mind has been generally neglected to such an extent as to impede the economic progress of the country," he told more than 400 trainees attending courses at the school.

"I am speaking of the subject of maintenance. You must have noticed that the rate of depreciation of things in this country is abnormally high. Buildings, roads, electrical installations, machinery, vehicles, whether government properties or private, all seem to deteriorate to a state of non-serviceabilily much faster than they ought to." Air Marshal Dawee said this was because those who used them did not know how to maintain them properly. Either that, or they did not bother to apply what they knew.

"Wastage resulting from lack of maintenance work," he added, "amounts to an enormous sum each year. Take the case of vehicles alone. There are over 500,000 vehicles in this country. If on the average they should become unserviceable even



One of the trainees is pictured here receiving his diploma from Air Marshal Dawee Chullasapya at the graduation ceremony held recently at the Military Technical Training School.

one year before their appointed time we would be losing not less than a thousand million baht a year. So I implore you to place a great deal of importance on this most vital problem of maintenance."

It was bad enough, he said, for an average intelligent person to be ignorant of the value of maintenance, but in a skilled tradesman this would be a grievous lack indeed. After congratulating the successful graduates, "who we may be sure are well on their way to becoming highly qualified skilled tradesmen," Air Marshal Dawee advised people in their profession to temper a calm approach to their work with enthusiasm and flexibility.

"I have often observed that a skilled tradesman has a way of taking things calmly. Now this is of course a good quality. But there are quite a few tradesmen I know who seem to carry it rather too far. They come to take things just too calmly. They become placid, inert, postponing till tomorrow what they can do today, to the detriment of the Services as well as their own future career. So I would like to say to you," the Air Marshal added, "by all means take things calmly, but at the same time keep your enthusiasm, your keen observation, your initiative and your flexibility. And above all be willing to take infinite pains over your work, because without this willingness it would be difficult for you to become a first-rate tradesman."

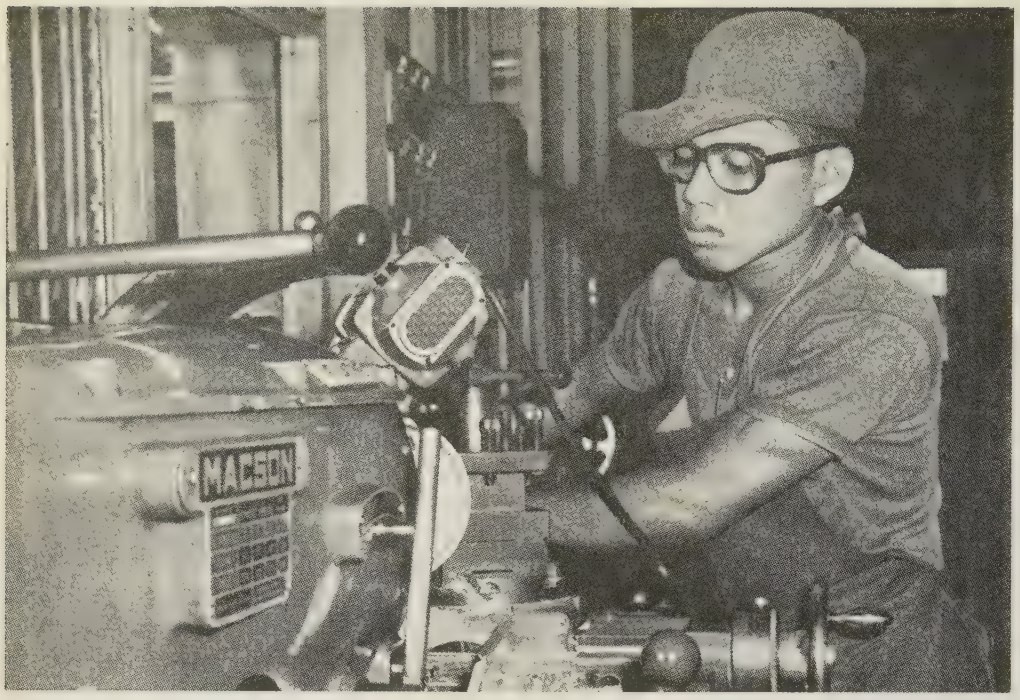
Air Marshal Dawee went on to point to what he termed, "the obvious achievements of this School over the past year. Let us hope that the School will continue to progress and contribute to the strength of the Royal Thai Armed Forces and the nation as a whole." Indeed, some idea of the extent of the School's progress and its valuable contribution to the nation was given by the Commandant, Air-Vice Marshal Chamrat Veenakupta, who said that since its inception in 1960 more than 750 students had received training of which 473 had now graduated—119 in electrical fitting, 108 in machining, 147 in general fitting, and 99 in metalsmithing.

Helicopter mechanics

Fifty-nine of the students graduating this year had been assigned to the Royal Thai Air Force to serve as helicopter mechanics. This was in response to an urgent need, said the Commandant. The remaining 17 would receive further training to become instructors at the School and at the new Motor Mechanics Training Centre, currently under construction.

During the past academic year, he said, increased Australian assistance had resulted in the provision of training in Australia for Thai instructors for one year. Five assistant instructors in various trades and one instructor in English were benefiting under this programme. At the same time six more instructors were being selected for further training in Australia. "In addition to this programme for upgrading personnel, plans for setting up two more trades are also being implemented, namely plumbing and motor mechanics," the Commandant disclosed.

"The Motor Mechanics Training Centre is a new project assisted by Australia under the auspices of SEATO and when fully operating, will be able to produce 120 motor mechanics annually for the Thai Armed Forces. This figure, taken together with a yearly esti-



Operating one of the many lathes provided by Australia is one of the trainees, pictured here in the machine shop at the military Technical Training School.

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mate of 110 tradesmen produced by the School, means an annual increase of 230 skilled tradesmen for the Forces and the country as a whole."

Air-Vice Marshal Chamrat added that a budget of 11 million baht had been made available to the School to cover the cost of land and construction of the Motor Mechanics Training Centre. Australian assistance in the form of construction materials, tools and equipment, brought the total cost to about 24 million baht.

The Secretary-General of SEATO, Lieut. Gen. Jesus Vargas, said that more and more, the usefulness of the MTTS was being felt. Its importance was directly linked with the military necessity of having at all times an adequate skilled manpower in the technical trades to provide the requisite support for certain aspects of logistics and operations. In the broader framework, he added, its significance lay in its periodic turn-out of graduates, who for all purposes became, or were a part of, the trained manpower resources of Thailand and of the region as a whole. "The continuing need for trained manpower in Thailand, as elsewhere in the developing countries of the region, should give meaning to the future of this School and pose a challenge to the role it will play as time goes on," Gen. Vargas said.

The course of instruction offered in this School was unique, he added, in that it coincided very closely with the dual mission of the South-East Asia Treaty Organization.

"I can think of no group of technical men, and of no course of instruction, better attuned to the exacting requirements of regional security and to the dual mission of SEATO than you and the course of instruction you have just successfully completed."

The Australian Ambassador, Mr. D.W. McNicol, who congratulated the graduates on their success, presented special tool kits to eight of them who had qualified with distinctions.

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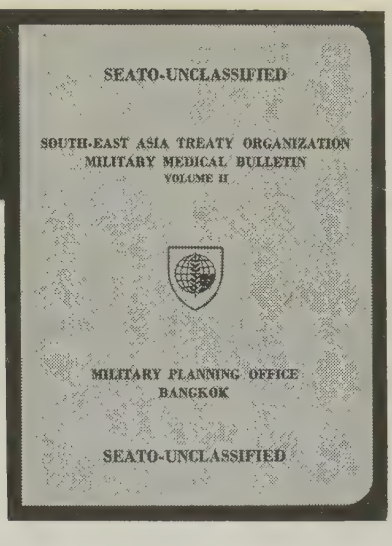
The Australian Ambassador, Mr. D.W. McNicol, is seen here congratulating one of the trainees who received a special tool kit for gaining a distinction in his subject of study.

SEATO MEDICAL BULLETIN



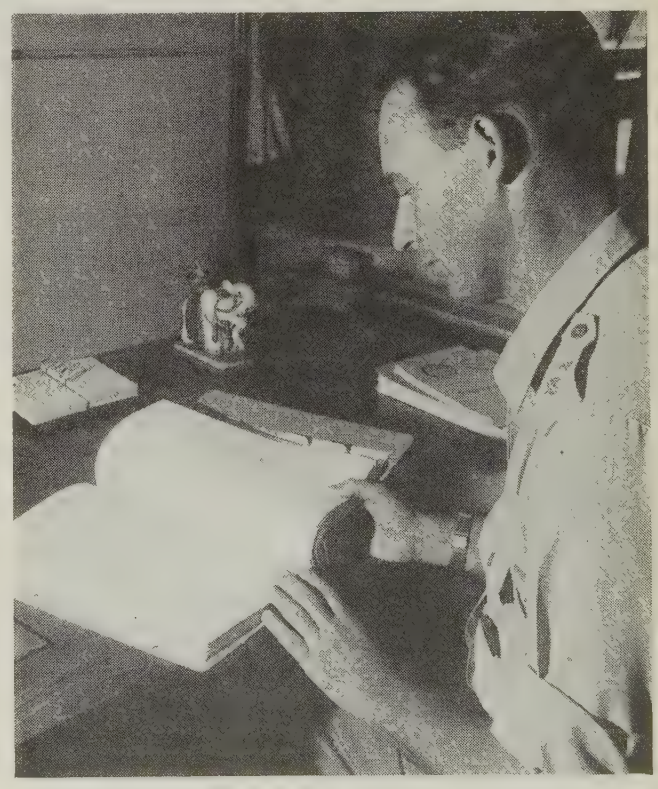
...a clinical 'shot in the arm' for military planners

IT is an ironic fact that from the ravages of war and human suffering some of the most tremendous advances and developments in the field of medicine have emerged. It is also unfortunately true that much medical knowledge and factual expertise learnt during such sad times is lost and forgotten and has to be acquired again through bitter experience.

This was really the background which led to the first meeting of senior Military Medical Officers from SEATO Member Nations held in Bangkok in May, 1966. It was felt that there was a need to ensure that military medical information that was learnt by the British and Anzac Forces from experience during confrontation between Malaysia and Indonesia was made available to other countries. Likewise, that American medical experience in Vietnam, and also for Thailand and the Philippines Armed Forces in their own country should be reflected not only in the defensive plans maintained in the SEATO Military Planning Office, but that the Organization should be capable of collating the wealth of information available and distributing it to where it would do the most good both in the military and civil field.

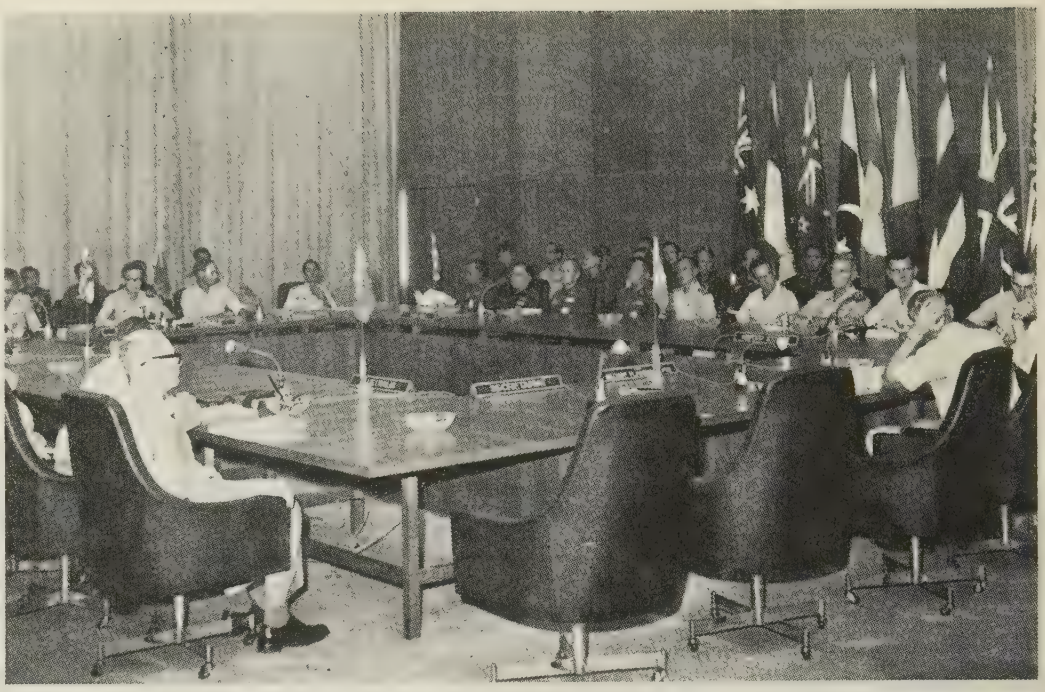
As a first step it was recommended to the SEATO Military Advisers that a Medical Staff Officer with an administrative assistant be appointed to SEATO Headquarters. Australia, which had chaired the first meeting, offered the services of Lieut. Col. K.J.A. Fleming, Royal Australian Army Medical Corps, and Chief Petty Officer R.K. Josey, Royal Australian Navy, to fill the two posts.

They began duty at the SEATO Military Planning Office in Bangkok in April 1968 and commenced



Lieutenant Colonel K.J. Fleming, Royal Australian Army Medical Corps is pictured here reading through the SEATO Medical Bulletin.

The third meeting of the SEATO Medical Committee is seen here in session in the Council Chamber at SEATO Headquarters in Bangkok.



immediately the first task of updating the medical aspects of the SEATO plans.

It was some six months before the second project of acquiring and distributing the medical expertise gained by Armed Services medical personnel, working not only in war surgery but in the fields of public health and preventive medicines, could be tackled.

The result was the appearance in October 1968 of a new and unique medical publication—"THE SEATO MEDICAL BULLETIN." It is unique for two reasons: firstly because it deals specifically with a particular region—the whole of South-East Asia; secondly it brings together for permanent record all the medical lessons learnt in that part of the world in the past decade.

While it is naturally orientated towards military medical experience the SEATO Medical Bulletin contains articles and information on a broad scope of medical activities.

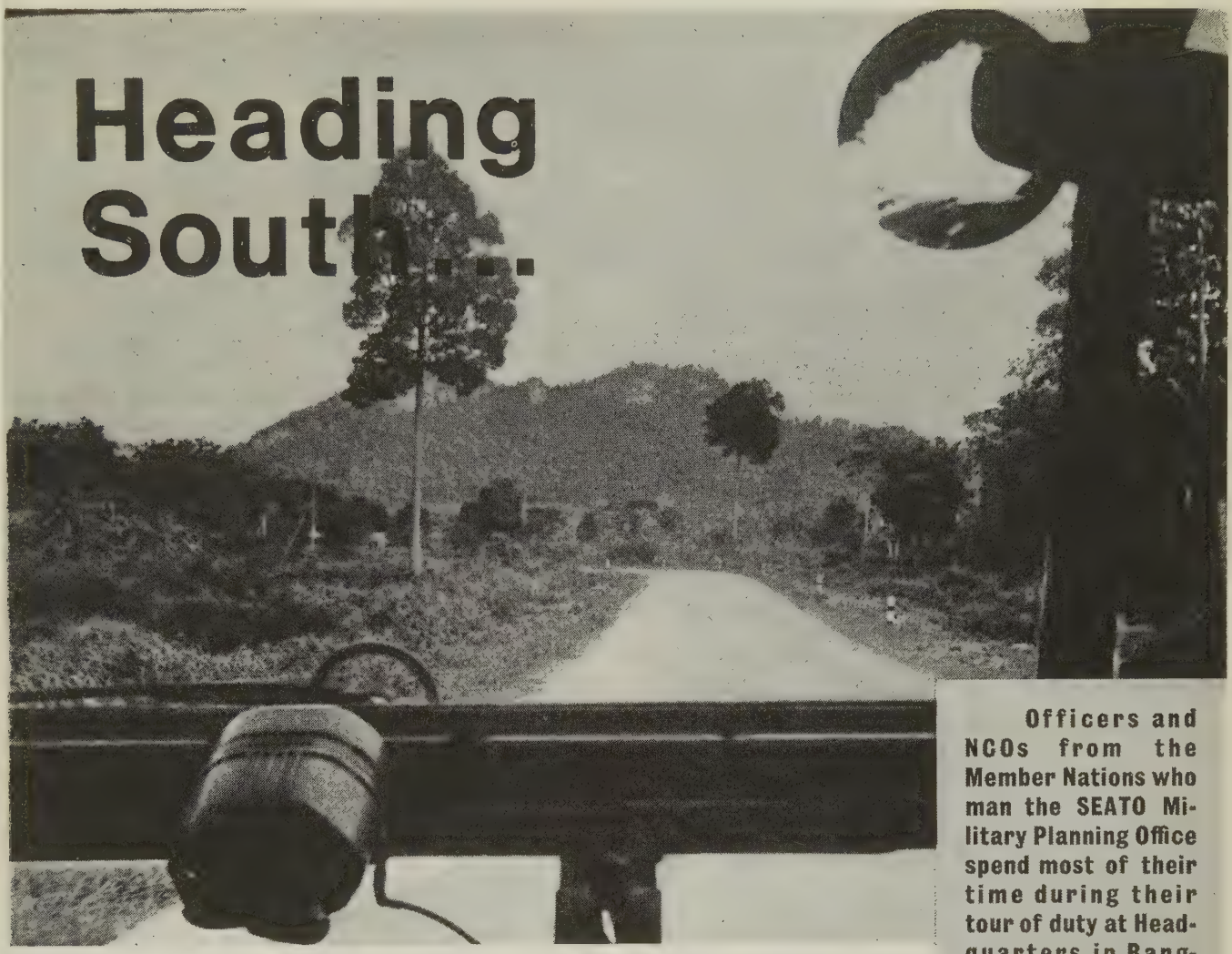
Within a year, from its original Volume One consisting of one hundred pages, the SEATO Medical Bulletin has grown to Volume III with over 600 pages. The intention is to publish two volumes every year, each consisting of 300 pages. Some of the articles published clearly show that the Bulletin provides a platform for SEATO military and civil medical specialists to exchange their views and knowledge in the all important medical civil action programmes which are so important in the field of counter-insurgency.

All SEATO countries have, and still are, actively engaged in this field which has an immediate impact as well as a long-term influence in the battle of Hearts and Minds. Now, through the Bulletin, this information can by fully shared and recorded.

Since it is an unclassified publication the SEATO Medical Bulletin is also available to other countries who express an interest in receiving it. CENTO has already requested and received copies of the Bulletin.

The three Australians mainly concerned with the production of the SEATO Medical Bulletin are seen here checking proofs. From left to right: Chief Petty Officer R.K. Josey, the Medical Administrative Assistant; Staff Sergeant M.J. Fridolf, the SEATO Publication Officer (Military); and Lieutenant Colonel K.J. Fleming, the SEATO Medical Staff Officer.

Heading South...



Officers and NCOs from the Member Nations who man the SEATO Military Planning Office spend most of their time during their tour of duty at Headquarters in Bangkok. However, since their duties involve work throughout the Treaty Area, particularly the Asian Member countries, familiarization trips are made to help them learn more of the country and its people and to obtain logistic information for planning purposes. Such was the aim of a recent journey to Southern Thailand, described in this article.

A QUICK look at a map of Thailand shows its resemblance to the head of an elephant with the trunk clearly depicted by the Peninsula stretching southwest across the Isthmus of Kra.

This could be said to be particularly appropriate since the "White Elephant" is a traditional symbol of Thailand. Recently a group of officers serving in the Military Planning Office of SEATO had the opportunity to study the "trunk" of Thailand when they made a 1,200 kilometre familiarization trip from Bangkok to Sungei Golok on the Thai-Malaysian border.

Certainly this provided the SEATO officers with an opportunity to visit an area where the life and religion of the people are different to other parts of Thailand; where the terrain and vegetation is majestic and lush; and where the traditional Thai rice field is largely replaced by the rubber tree and the tin mine.

Travelling in two Landrovers the six SEATO officers from Australia, New Zealand, the United States and Thailand took 7 days to travel from Bangkok to Sungei Golok. There they were met by another six-man team of SEATO officers who had travelled south by train, and handed over the vehicles before they themselves made the 24-hour train journey back to Bangkok.

The first day some 320 kilometres were covered, taking the group to the coastal town of Prachuab.

On the fifth day while travelling between Phuket and Krabi the SEATO Officers were joined by its first Thai police escort as the "CT sensitive" areas were reached. Shortly afterwards the Police jeep blew a tyre.

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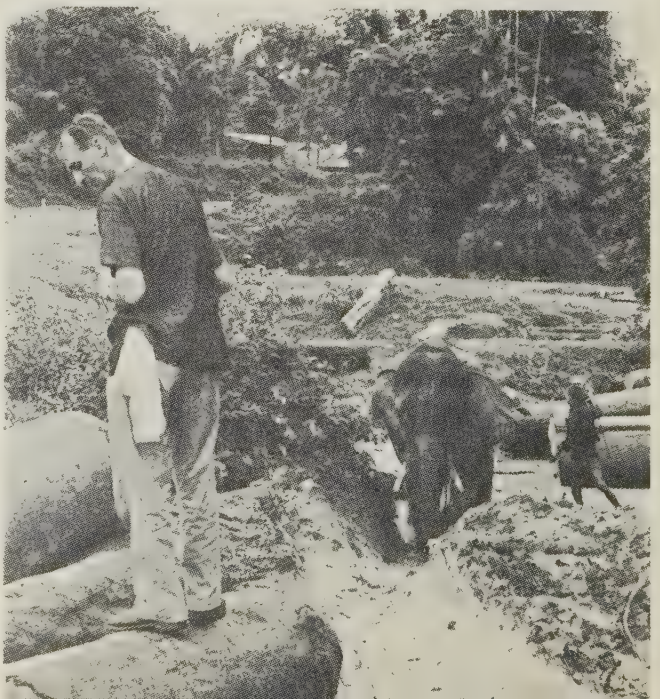
The second day involved driving a further 169 kilometres along the East Coast to Chumporn before crossing over to the West near the Burmese border for another 120 kilometres to Ranong. En route the group had its first encounter with what was to become a common sight during the next three days—working elephants and tin mines. While in Ranong the officers held discussions with government officials and visited the fishing port.

The next day the Landrovers carried the group some 200 kilometres south along the western coastline on the Andaman Sea before traversing 120 kilometres across one of the widest parts of the Peninsular to Surat. This provided some of the most spectacular mountain scenery of the whole journey. The high limestone mountains showed as the morning mist cleared how they had been eroded by weather and the years into fantastically distorted shapes.

The fourth morning the team retraced its path through much of the same region en route to Phuket — one of the largest of some hundred little islands which rise suddenly out of the Andaman Sea just off the West coast of southern Thailand. It is joined to the mainland by an impressive concrete bridge, and on the 30-mile drive down the island to Phuket town itself, tin tailings scar the landscape since it is the centre of Thailand's tin industry. In fact tin-mining has made Phuket one of the most prosperous areas of Thailand. It also has a tremendous potential, as in fact has the whole peninsula, for tourism development.

Chinese constitute most of the business community and their influence is reflected in the architectural style of buildings.

On the fifth day the group travelled some 320 kilometres from Phuket to Trang being joined en route by a Thai Police escort which was to be ever present throughout the remainder of the trip. Even before the advent of Communist terrorist activities, banditry



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The elephant continues to play an important part in the timber industry of Thailand. This particular one encountered by the group near Ranong was the first of many working elephants seen during the trip. Captain M.J. McDowell, New Zealand, is seen beside one of the logs the elephant will haul.

has been a way of life in this area and although no bandits or CTs were seen, the terrain certainly seemed ideal for this type of activity.

This particular portion of the journey gave the group an opportunity to see something of Thailand's rubber industry. Rubber plantations stretched on either side of the road while in every village and in front of every house sheets of latex had been put out to dry in the sun. Each sheet weighed about 1 kilo and on the day's market fetched about 8 baht. Not as good as the 12 baht being paid during the boom years but certainly better than that of the slump of 2 years ago when the price dropped to 3 baht. Each sheet of latex represented the daily output of about 100 rubber trees.

A Communist terrorist resettlement centre near Krabi is developing into a thriving rubber plantation since it has been used to experiment with new strains of rubber trees capable of producing more latex.

The next day took the group to Haadyai, the centre of Peninsula Thailand's rubber industry. Haadyai is important for other reasons. In addition to rubber it is the main commercial centre of the south and also the most important rail and road junction.

Muslim community

The fact that southern Thailand is predominantly Muslim (about 80 per cent of the population) also became more evident with the disappearance of the Buddist Wat and the appearance of Muslim mosques together with traditional Muslim head-wear.

Pattani, which was passed through on the seventh day, is the traditional centre of the Thai Muslim community and efforts are being made to bring the Thai Buddhists and Thai Muslims closer together in the commercial and social life of the region.

Some people, including Government officials, feel that the Accelerated Rural Development Programme that operates in Northern Thailand to meet the Communist problem along the strategic Laotion border should be extended to Peninsula Thailand where Communist terrorists are also operating.

A call on the Governor of Narathiwat at his office at Narathiwat enabled the team to meet a Government official who not only talked progressively but was able to show positive proof of progress both rurally and economically in his area. He was Phan Saitrakul, a Thai Buddhist from Bangkok who has been in the South for the past 11 years.

Crossing the mountainous sections of the road between Surat and Takuapa the group found that the road map was not accurate. Cheking it from lef tto right are: Squadron Leader Prachit Nuchphongsai (Thailand), Wing Commander R.E. Cox. (Australia), Lieut. Col. E.P. Ford (United States), Group Captain A.L. Parlane (New Zealand), Captain M.J. McDowell (New Zealand), Petty Officer Somkiat Jangjungdee (Thailand), and Sergeant Boonrit Charncherng (Thailand).

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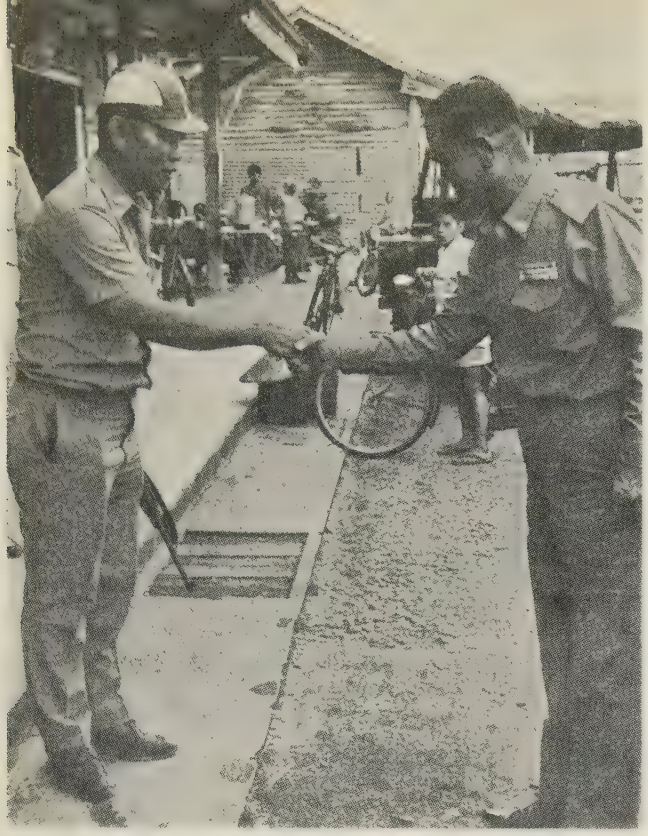
In talking of his territory Phan Saitrakul emphasized the importance of rubber to the local economy. "I tell visiting Thai and Foreign government officials that instead of giving us guns to deal with the CTs that if they buy our rubber all my people will be too busy producing it to be interested in becoming Communists," he said.



Evidence of the presence of Communist terrorists being active in the Narathiwat province was brought home when this officer reported the killing of one of the top local CT leaders to the Governor, Phan Saitrakul, during a luncheon being given by the Governor for the group. Here Phan Saitrakul (right) congratulates the Thai Police Officer who led the successful attack.

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Phan Saitrakul, who has brought and now operates his own model rubber plantation near Naradthiwat, described efforts being made to introduce new types of rubber trees and palm oil trees so as to increase output and diversify crops.

The last 80 kilometres from Narathiwat to Sungei Golok was over the only non-sealed road of the whole journey—positive proof of the extensive development in road communications that has been achieved in this area in recent years.

Sungei Golok itself lies hard against the Malaysian border with only a railway bridge connecting the two countries. The large number of local people crossing between the two countries with the minimum of formality, underlined the real closeness of the local Muslim people.

That night the group who were to make the long drive back to Bangkok arrived at Sungei Golok by rail. After checking the vehicles and equipment that had to be handed over the following morning the original group boarded the train for the 24-hour return trip to Bangkok.

Impressions of course vary among any group of individuals but all agreed that southern Thailand was certainly the most attractive part of the country they had seen and with a generally higher standard of living than other parts of the country.

They also noted that while good road and rail communications exist throughout the South the rugged terrain which prevails in many areas was ideal for the conduct of guerrilla activities.

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During a break near Haadyai, the centre of Thailand's rubber industry, the group were soon joined by local rubber tappers. Despite some communication problems the group established that the current price they were receiving for a kilo of latex was 7.50 baht.

ITEMS IN BRIEF

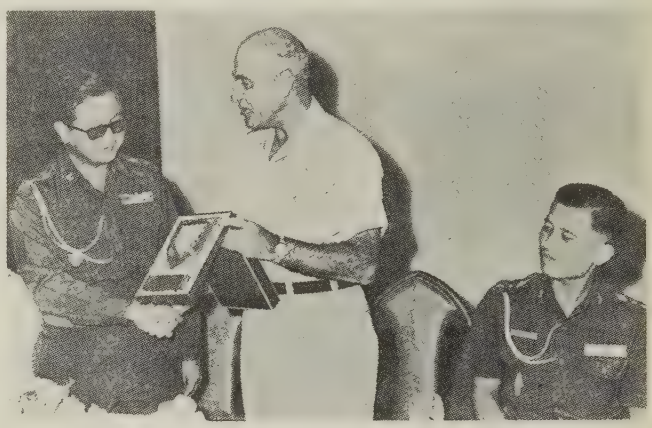
Congratulations were in order for Chief Petty Officer J.N. Hewson, (Christchurch) Royal New Zealand Navy, who was awarded the British Empire Medal in the Queen's Birthday Honours list, and fellow non-commissioned officers from Member Nations serving at SEATO Headquarters in Bangkok were soon on hand to offer them. Pictured here from left to right: Flight Sergeant A. Stowers-Hull (New Zealand), Master Sergeant Terdsak Charubhakti (Thailand), Sergeant Major J.M. Le Blanc (United States), Staff Sergeant M.J. Fridolf (Australia), Naib Subedar Barkat Hussain (Pakistan), Sergeant T.M. Williams (United Kingdom), and Master Sergeant F.O. Alolino (Philippines). Chief Petty Officer Hewson has been at the SEATO Military Planning Office since January 1969.

● Commander Simeon M. Alejandro pictured above (left), Philippine Navy, who recently succeeded Commander E.B. Sorensen (right), United States Navy, as Head of Military Administration at SEATO Headquarters in Bangkok with Major General Autrey J. Maroun, Chief of the Military Planning Office.

Commander Sorensen returned to the United States after serving for two years at the SEATO Military Planning Office.

● Returned to the United Kingdom recently after serving for two years at the SEATO Military Planning Office was Lieut. Col. B.A. Weir, R.E. who is seen in the picture on the right after being presented with a Certificate of Merit by the Chief of the SEATO Military Planning Office, Major General Autrey J. Maroun. From left to right in the photograph are: Lieut. Col. Weir, Lieut. Col. J.R. Haddock, RE, who succeeds Col. Weir, and Lieut. Col. E.P. Ford (United States).

● Colonel Krisn Cheechareon, who has been the Thai Military Adviser's Representative to the SEATO Military Planning Office for the past three and a half years was Guest of Honour at a farewell luncheon prior to taking up his new appointment as Chief of Policy and Plans, Directorate of Joint Logistics, Thai



Supreme Command Headquarters. Here he receives a presentation from the Chief of the SEATO Military Planning Office, Major General Autrey J. Maroun. On the right is Colonel Somboon Sitdhichoke, who replaces Colonel Krisn as Thai Military Adviser's Representative at the SEATO Military Planning Office.

SEATO AND THE WR

3 winners share cash prizes

A POET

A NOVELIST

A JUDGE

WITH the recent launching of a Literary Awards Programme offering prize money totalling 60,000 baht annually, SEATO has opened the door for the first time to aspiring writers and novelists from the three SEATO developing member nations — Pakistan, the Philippines and Thailand — by enabling them to benefit from the Organization's already widespread cultural activities.

The new Literary Awards Programme is demanding in its requirements, and thus designed to encourage and stimulate writers and artists to pursue their creative skills with greater zeal; to produce works of art of quality rather than quantity and at the same time to give recognition to, and raise the status of, those in a profession all too often neglected in the past by Asian nations.

The objectives of this new programme were reflected in the first awards made recently at a special ceremony presided over by the Secretary-General of SEATO, Lieut. Gen. Jesus Vargas. There were three categories: fiction, non-fiction and poetry, the winning entry of each being awarded 6,866 baht. They were selected by a National Selection Committee composed of 30 prominent Thai writers, professors and men and women closely linked with the arts.

Although the Awards are open to the Philippines and Pakistan as well, no works were considered from these two countries on this occasion, owing to certain technical difficulties which will be ironed out in time for next year's Awards.

The winners were Khunying Somrojana Swasdikul na Ayudhya, for the poem celebrating the Royal Elephant Phra Savetsurakchatarn; Mrs. Sukanya Yanaranop, writing under her pen name 'Krisna Asokesin', for her novel entitled 'Rua Manut' or 'Human Boat'; and Mr. Tanin Kraivixien, for his study of the Thai legal language.

The works, selected from the whole field of Thai literature, were drawn from hundreds of publications over the past year and due to the high standards of the varied forms of literary art published, the selection committee decided to establish the three categories. This, however, may not necessarily be so in the future, as the committee wishes to be as flexible as possible in its consideration of works each year.

After being congratulated by General Vargas, the SEATO Director of Cultural and Economic Affairs, Mr. S.M.H. Rizvi, emphasized that one of

NEW LITERARY AWARDS SCHEME OFFERS INCENTIVE TO WRITERS

the main purposes of the Literary Awards Programme is to recognize the merit of the best works, whether written by unknown or prominent writers.

"It is indeed, writers, poets and scholars who create ideas and to whom we turn for guidance and inspiration", said Mr. Rizvi. "There are people who think and innovate; people who interpret human life and nature; and also people who discover, and inspire. The purpose of the Literary Awards Programme is to accord recognition to the Literary and scholarly works of excellence of these poets and writers."

Mr. Rizvi said unfortunately in Asia the lot of poets and writers who were in fact the cream of intelligensia continued to be somewhat frustrating. This was so despite their originality and innovation. "In plain language," added Mr. Rizvi, "writers and poets of Asia are not given the requisite high place in society which they legitimately deserve. Their works are not rewarded in suitable monetary terms, and their opinions are also not always sought in matters concerning development of art and literature. It is in the context of these circumstances that the SEATO Literary Award scheme was conceived," he said.

Below are exclusive interviews with the three winners:

The novelist:

At 38, Mrs. Sukunya Yanaranop—'Krisna Asoke-sin' to her readers,—said she has been a practising novelist and short story writer for nearly 20 years. (Her impressive output so far includes 44 full-length novels and over 100 short stories.)

At present she keeps four national weekly magazines in Thailand constantly supplied with her works — often simultaneously. Indeed her facility and rate of production are such that perhaps for the sake of not seeming too prolific she has resorted to using two other pen-names, 'Kanchala' and 'Cholakorn.'

'Human Boat' the nearly 2,000-page novel which has won her the SEATO Literary Award, first appeared as a serialization in the weekly 'Sakul Thai,' a leading woman's magazine with a circulation of 120,000. The first of its 103 instalments was published in late 1964 and the last towards the end of 1968.

Picured here from left to right in the office of the Secretary general at SEATO Headquarters are Mr. Tanin Kraivixen, Mrs. Sukanya Yanaranop, Khunying Somrojana Swasdikul na Ayudhya, Lieut. Gen. Vargas, and Mr. S.M.H. Rizvi. SEATO Director of Cultural and Economic Affairs.

Mr. Thongchai Suwankanit of the SEATO Cultural and Economic Affairs Office is pictured here with Judge Tanin Kraivixien discussing his prizewinning book "The Thai Legal Language" which was acclaimed by experts as being "as readable as it is learned."

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We asked Mrs. Sukanya how she found time to write at such length.

"I spend about four hours each day at my writing," she said, "and normally I succeed in finishing at least one instalment during this daily session. The rest of my day is usually divided between keeping house for my husband and three children (aged 10, 8 and 5) and seeing numerous friends and relatives,—altogether an enjoyable routine which I find harmonizes very well with the craft of the novel," she said.

'Human Boat', considered her best work by critics and readers alike, has been described as a contemporary epic of ordinary people in ordinary circumstances, some richer or poorer than others, some more virtuous, or ambitious, or wise or consumed with lust and greed. It is also a panorama of personal relationships in domestic circles—that of husband and wife, mother and daughter, father and daughter-in-law, aunt and niece and so forth, and as such reflects the major role played by family ties in all strata and aspects of Thai society.

It is also a 'moral' tale. Goodness is distinctly recognized in such qualities as selflessness and humility; uncontrolled passion ultimately results in disillusionment or disaster.

A brief synopsis of 'Human Boat' is given below for the benefit of non-Thai speaking readers. It gives some idea of the story line but cannot, of course, begin to do justice to the inventiveness and skill with which the author creates and weaves in all the subplots and the supporting characters.

Plao, senior civil servant, is married to Mathuros, a socially ambitious woman who neglects home, husband, and daughter out of preference for public charities. Plao is patient with her, which does not prevent him from turning in frustration to astrology and to taking as his mistress a young servant girl strangely devoid of personal charm and almost totally objectionable in behaviour. Pimparos, the daughter of Plao and Mathuros, has an affair with fellow student Chaiporn and becomes pregnant. Mathuros beats her and carries on as usual, quite unaware of her own failure as a mother.

Then there is Nithima, Plao's younger sister and a favourite target of Mathuros' bullying ways. Nithima succeeds in persuading her niece Pimparos not to get an abortion. This particular problem is solved when Dej, Chaiporn's father, finally accepts Pimparos as his daughter-in-law. Nithima also leaves her brother's household to live with the young couple.

Plao and Mathuros continue their married life, now not merely sterile but full of embarrassing moments and serious crises brought on by the servant girl and her mother, one of the most vividly drawn characters of the novel. Mathuros realizes, rather too late, that she has been a main cause of the whole sorry affair.

The poet:

The ceremony of welcoming the Royal elephant goes back to ancient times. So does the writing of a poem for the specific purpose of having it chanted to soothe the elephant during the ceremony. "The task is usually given to a poet with the rare ability to fulfill all the exacting technical requirements of its traditional form and yet to transcend them at the same time," said a member of the National Selection Committee of the SEATO Literary Award programme. "Khunying Somrojana is one such poet. She moves with ease within the formal structure of the poem, so that while the technique is flawless it never intrudes and the whole effect is lyrical, moving, sometimes witty and amusing."

Another committee member spoke of "a combination of inspiration and erudition."

When asked to comment on these statements Khunying Somrojana laughed—a combination of good humour and modesty: "Inspiration? I'm never sure what the word means, really," she said. "For me, it often works out like this: an editor of a journal comes to me and says, 'please, may we have a poem on such or such a subject for our next issue?' Then she calls up a week later, her voice full of threat, 'we must have it in three days at the latest.' You can call this editor my 'inspiration.' As far as 'erudition' is concerned, I am quite sure I am not a scholar..... Oh, I do consult with scholars. Yes, definitely."

It took her about ten days to compose the prize-winning poem—or rather ten evenings not counting weekends. She heads the Division of Technical Education in the Ministry of Education from 8.30 to 4.30 and sometimes longer. The Division watches over the running of eight Technical Colleges throughout the country and often she is away from Bangkok on inspection tours of far-away colleges.

"Technical education and poetry—why shouldn't they mix?" she said in reply to a question. "We live with both—or ought to."

Khunying Somrojana's prize-winning poem was chanted during the ceremony held last year and presided over by His Majesty King Bhumibol Adulyadej in the southern province of Yala where the royal elephant had been found.

Divided into seven parts it starts by paying homage to the Triple Gem (Buddha, his Teachings, his Disciples) and invoking the power of the King to inspire the poet. An invitation is also made to all the angels and deities to come and witness the celebration. This is followed by narrative passages of how one Mr. Tadee, a Thai Muslim living in a small village, leads his female elephant to the edge of a forest; how a noble-looking baby elephant appears from among the trees, attaches itself to the female, and allows Mr. Tadee to lead him quietly back to the village. The provincial governor of Yala informs the King who commands that the elephant be examined. With the prescribed features all accounted for, the elephant is given the honourable title of Phra Savet Surakachatarn.

The poem goes on to describe the farewell from the forest—a sad and exciting moment, the joyous reception in town, and how the noble animal is then taught to behave correctly, to be loyal to his King and to be aware that in him resides a great auspicious symbol for his country. The final verse is an offering of good wishes to the Royal Family and a prayer for the happiness and prosperity of the land and the people.

For Khunying Somrojana, the writing of the poem is an act of reverence having to do with a family as well as a national tradition. Her great-

Interviewing prize-winning poet Khunying Somrojana Swasdikul is SEATO Radio Production Assistant responsible for Thai programmes, Mr. Onn Sringoen.

great grandfather, a son of King Rama II (1809-1824) was himself a noted composer of the Elephant Chant for ceremonies held during the reign of his half-brothers King Rama III (1824-1851) and King Rama IV (1851-1868).

Khunying (a title royally conferred in recognition of service to the nation) Somrojana is 55 and a widow.

The judge:

Judge Tanin Kraivixien, 42, has been called one of Thailand's bright young men. A graduate of Thammasat University and of London University, and a Barrister-at-Law (Gray's Inn.) he has held a number of important posts in his fast-rising career including that of Chief of the Legal Affairs Division, Ministry of Justice, Secretary of the Supreme Court, Editor of 'Bot Pandit', the quarterly journal of the Thai Bar Association, and Editor of 'Dulapa', the journal published by the Ministry of Justice.

At present he is Senior Judge of the Civil Court, a lecturer at both Thammasat and Chulalongkorn Universities and tutor at the Institute of Legal Studies of the Thai Bar Association. He also serves as a member and secretary of the Legal Section, National Research Council of Thailand, and as a member of the Commission on the Revision of the Civil Procedure Code of Thailand.

His recent publications include two books: 'Law against Communist Activities' and 'Law and Court Reforms under the Reign of King Rama V.'

"Most people find legal terminology forbidding," said Judge Tanin. "I try to write so that the layman with an average interest in law might get something out of it, too. I don't always succeed, of course. When something is complex all you can hope to do is to explain the complexity. You cannot explain it away — that would be oversimplification."

He has succeeded, however, in the "Thai Legal Language," a 300-page study which members of the Selection Committee unanimously agree is as readable as it is learned; a work which instructs the layman even as it wins the admiration of the expert.

The book traces a history of the language of the Thai Law from the Sukothai period (13th century), through the Ayudhya period (1350-1767) to the present time. It also discusses, for comparative purposes, the legal language of other countries including England, the United States and France.

One of the most interesting chapters shows how the legal language of the Thai has been influenced by that of the English people, the beneficial results thereof, and the not so desirable aspects.

The salient differences between Thai written and Thai spoken, the use of punctuation marks in the legal language as opposed to their absence in ordinary writing — such topics are expounded with a flair and thoroughness which should delight the linguists among his readers.

The author is also at work on two more studies — this time in English: one on the 'Thai Legal System', the other on the 'Thai Judicial System.'

Mrs. Sukanya Yanaranop discusses her prize-winning novel 'Human Boat' (Rua Manut) with SEATO Cultural Officer, Mr. Jean-Marc Montguerre. 'Human Boat', which runs to nearly 2,000 pages has been serialised in 103 instalments in a popular Thai woman's magazine over the past four years.

Quality cattle: artificial breeding is the answer...

...SAYS SEATO SCHOLAR

SURACHAI CHAKRIYARAT, INSTRUCTOR IN THE ANIM SCIENCE DEPARTMENT KASETSART UNIVERSITY, H JUST RETURNED FROM SEATO POST-GRADUATE SCH ARSHIP STUDY IN THE PHIL PINES TO INVESTIGATE T UPGRADING OF QUALITY BU FALO STOCK THROUGH AR FICIAL INSEMINATION. IN TH ARTICLE HE DESCRIBES T IMPORTANT PART SUCH WO PLAYS IN CONTRIBUTING TO PROSPEROUS AGRICULTUR INDUSTRY IN DEVELOPI ASIAN COUNTRIES.

ACCORDING to a report published by the Thai Government in 1965 Thailand had 11.8 million heads of cattle and buffalo. There is no doubt that these animals contribute a great deal to the economic well-being of the nation. Not only do they serve as draft animals for rice cultivation; they supply meat and milk for the population.

Generally speaking the livestock industry in Thailand has been progressing very slowly due partly to the people's concept of, and their attitudes toward, livestock production. Religion and marketing systems also have something to do with it. It is obvious that the meat which we eat everyday comes from old animals, retired from their draft duties in the field. Moreover, the price of meat and pork is relatively high, while the majority of milk and milk products on the market has to be imported.

Population, on the other hand, has increased rapidly from 28 million in 1962 to 32.6 million in 1967. This means the demand for meat and milk supply has been increasing with each passing year. We can never hope, therefore, to carry on our livestock production without considering all these factors. Conditions have changed and we must provide for these changes.

To successfully overcome this problem, there is no doubt that improvements in cattle and buffalo stock will play a dominant role. Breeding, feeding and management are inseparable aspects of any form of project dealing with livestock improvement.

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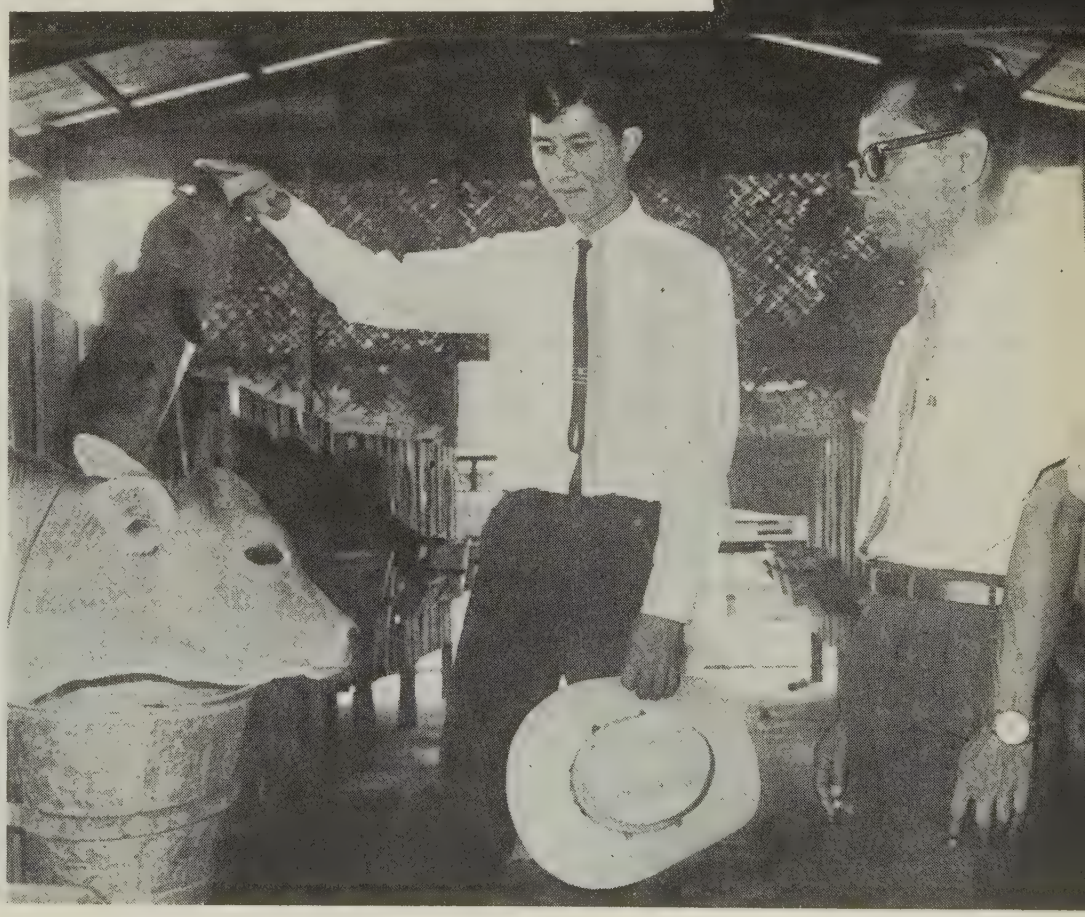


Surachai Chakriyarat and Prasert Chermporn (right), Head of the Division of the Department of Animal Science Kasetsart University, Bangkok, look at the calves which were born out of imported frozen semen at the University.

The employment of artificial breeding, using frozen semen which can be imported from foreign countries such as USA, New Zealand and Denmark, would facilitate the rapid progress of such a project.

A high degree of technical success has already been reported in the Philippines and in Thailand where experiments have been going on for several years. When we speak of frozen semen, we refer to semen frozen and preserved at—79°C, utilizing dry ice and alcohol as refrigerant, or semen preserved at—196°C in liquid nitrogen containers.

Tremendous advantages could be expected from artifical breeding with frozen semen in all aspects of breeding. First of all the cost of importing deep frozen semen from abroad is not very high; for instance, one ampule including transportation and preservation from the USA would cost only about 150 baht. This means getting one calf from it if the cow is pregnant. Compare this to the cost of importing a new bull—even one without history of progeny or performance testing: the cost will be about 15,000-30,000 baht. In the case of a proved bull the cost always exceeds 1,000,000 baht and sometimes can go up as high as 4,000,000 baht.

Most farmers can never afford to buy such expensive bulls, but with frozen semen everyone could have a calf of high grade breeding stock.

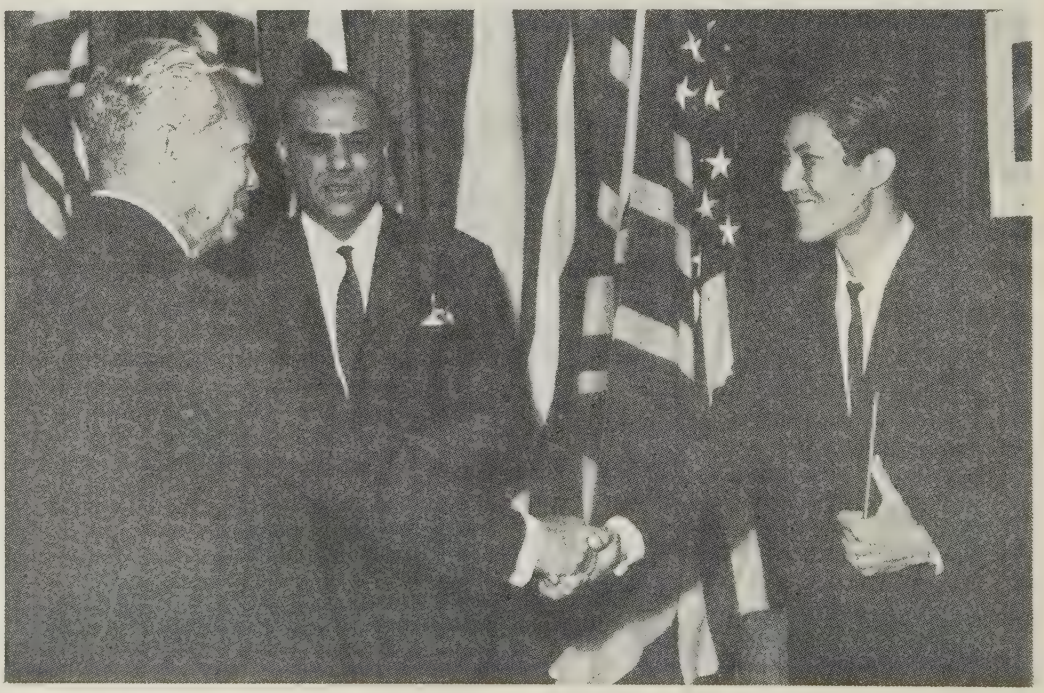
Secondly, the use of frozen semen ensures the best quality breeding stock. Before any bull can be used extensively for the production of frozen semen it must pass the test of ability to transmit all of its superiority to its offspring (progeny test for dairy cattle and performance test for beef cattle).

The choice of bulls is much greater. There are several companies dealing with the production and sale of frozen semen. All we need to do is to study the Sire Directory containing pictures of the bulls, the complete and perfect pedigrees, their performance or progeny tests, and then decide which to buy. I have tried in this article to emphasize the important role artificial breeding with frozen semen can play in many projects having to do with cattle and buffalo improvement for Thailand.

Bright prospects

The stress is on the spreading of best quality genetic make-up of the cattle in order to upgrade our nation's cattle for our future utilization and for our future needs.

The technical success which has been achieved so far offers bright prospects and should, with more funds and support, expand into practical success. Plans are already under way to establish a research institution under Kasetsart University's Department of Animal Science for the improvement of native cattle and buffaloes where all aspects of the problem will be studied including artificial breeding methods.



Mr. Surachai Chakriyarat is pictured here being congratulated on attaining his Masters Degree by SEATO Secretary General, Lieut. Gen. Jesus Vargas, at SEATO Headquarters. In the centre is the Director of Cultural and Economic Affairs, Mr. S.M.H. Rizvi.

Prospects bright for AIT

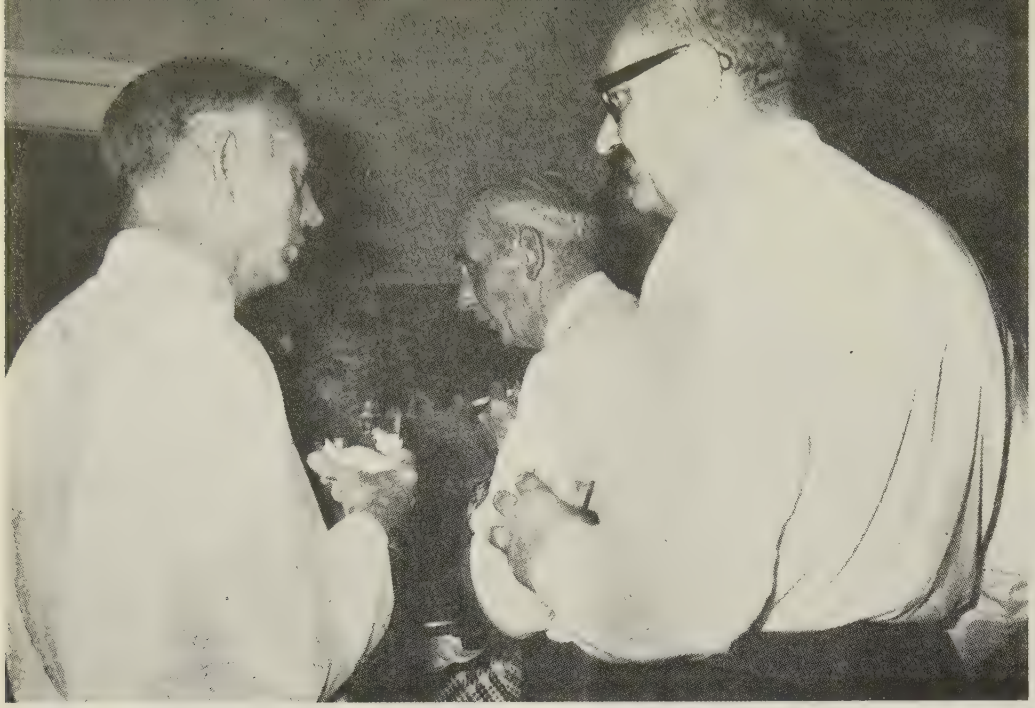
WORK ON NEW CAMPUS TO BEGIN IN JANUARY

President Milton E.Bender, Jr. (left), and Sir Robert Blackwood of Australia, a member of the Board, study a model of the new campus and discuss plans for its construction.

"WE are on schedule in raising funds from government and private sources to complete phase one of our total building programme and to enable us to be operating in our new Rangsit facilities by July 1972," reported President Milton E. Bender, Jr. of the Asian Institute of Technology to its Board of Trustees Meeting last month, adding that "there are several large donors contemplating what their contributions to AIT's new campus will be."

Construction on the new 400-acre campus site at Rangsit, north of Bangkok, will begin in January 1970, the Board having accepted the design of the first stage of the building programme as presented by the firm of Robert Matthew, Johnson-Marshall and Partners, Architects, in consortium with Scott Wilson, Kirkpatrick and Partners, Civil Engineers.

About the AIT Scholarship programme, Dr. Bender's report was also full of bright prospects. By the opening of the 1969-70 academic year he predicted that 25 of the $8,500 scholarships would be underwritten through expansions of the scholarship programme.



At a reception in honour of the Board of Trustees meeting in Bangkok, Mr. I.L.G. Stewart, New Zealand Ambassador to Thailand, is pictured here with Mr. Maurice Lee, leader of the team of British architects who have drawn up plans for AIT's new campus.

In keeping with its continuing policy to improve academic standards, AIT's Trustees also approved a doctoral programme which will be made available to eligible candidates holding the Master of Engineering degree beginning with the 1970-71 academic year. It is predictable that this programme will further strengthen the Institutes's efforts to reverse the so-called 'brain drain' in the field of technology.

Naturally and quite frankly, SEATO takes pride in all this progress. As put by Ambassador Mauro Calingo of the Philippines in his address to the last graduating class: "Although it is no longer under the Organization, it is good to remember that here is one institution for which we are deeply beholden to SEATO."

The Asian Institute of Technology started out as the SEATO Graduate School of Engineering in 1959 with 19 students from Pakistan, the Philippines and Thailand. It now has over 150 students coming from 12 countries.

"This Institute is a shining example of what SEATO has done to promote the scientific and technological education of our youth," said Ambassador Calingo. "....The youth of this region could not have been bequeathed a more useful and a more enduring legacy."

Pointing out that if science and technology "are to serve mankind, they should know no race, creed or colour, no ideology, no nationality, no territorial boundaries," Ambassador Calingo stressed the fact that while the Institute is primarily oriented to the needs of this region it is actually international in character, with its officers and trustees, professors and students coming from various parts of the world.

At the same time the Institute is performing a highly important role in the region. "The crying need of our countries is how to provide our peoples with more food in their stomachs and more clothes on their backs," said Ambassador Calingo. "We have the manpower and the natural resources, but we lack the tools and the know-how.

"This Institute has provided, and will continue to provide, the technical know-how and has fashioned and will continue to fashion the tools out of the young and eager students..."

The undoubted fact that AIT graduates are contributing the know-how and the tools for the development of the region was spelled out by another distinguished speaker at the graduation exercise, Dr. Puey Ungphakorn, Governor of the Bank of Thailand and Chairman of AIT's Board of Trustees.

"As of now, 87 per cent of AIT's graduates are working in this part of the world," Dr. Puey said. "AIT engineers are sought by governments and industries for key positions throughout South-East Asia. No part of the infrastructure of any developing country is without engineering needs."

"To keep your countries free," he told the 55 new graduates in May, "with a steadily improving standard of living is your responsibility for the years ahead.

"The world's engineers have probably contributed more to the shaping of civilization than any other group of men and women. That is what the graduates of AIT are trained to do and that is why you are so sought after in developing Asia."

The new 100 K.W. radio station in Chiengmai is being operated by Thailand's Public Relations Department as part of the policy to maintain closer and more fruitful contact with the hill tribes of the North. In this article Peter Whitlock, an Australian Programmes adviser provided under SEATO, describes some of the problems being overcome during the initial stages of helping to make this station fully operational.

...TUNING IN ON THE TRIBAL WAVELENGTH

THAILAND inherited a very rich legacy of hill tribes, more in fact than any of the other countries in the tribal areas. A dozen major tribes and some minor groups live in the northern hills, each self-contained, with its own language, dress, customs and style. The Karen are the most numerous, the Meo the most strategically important at the moment. The Karen are concentrated mainly in the west, along the Burmese border. The Meo are mainly in the east, along the Lao borders. The Yao, rich and relatively sohpisticated, are in the far north.

With the threat of Communist subversion and penetration—particularly from Pathet Lao cadres in Laos—becoming ever more apparent the Thai government established the Border Patrol Police in 1953 to bring a measure of administration to the hills. Spread thinly through the border villages they built schools, advised on crop growing and animal husbandry, helped the sick, policed the forests and the border, and provided a continuous Thai presence. Given time and stable conditions there were fair prospects for sympathetic development. But Communist subversion continued to spread among the Meo, with easy movement across the Lao border.

Peter Whitlock is pictured above (left) talking to a Meo headman at the studios of the 100 k.w. station in Chiang Mai with Meo translator Lao Ta Sa' Yang (centre) and PRD Co-ordinator of Special Projects, Mrs. Somchit Siddichai (right).

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Seeing there is no script to the various tribal dialects—with the exception of the Yao who write Mandarin, the best way they can be contacted quickly is by radio, and their only entertainment or distraction is listening to the radio. Bearing this in mind, the Royal Thai Government with the technical help of the Americans last year established a radio station with a 100 kw transmitter to broadcast to the Karen, the Meo, the Yao, and to the north Thai people in their own languages. Although the initial establishment was somewhat limited, it was not long after consistent programming was undertaken in December 1968 that tribes people, particularly Meo, came from many parts of the north to visit the station at the rate of about fifty a week. Tribal identification with the station was fairly quick, as apart from some Communist radio programmes in Meo, no attempt had been made to broadcast in their languages.

The Public Relations Department is responsible for the operation and maintenance of the radio station and transmitter. While the initial tribal staff consisted

One of the Thai Meo translaters, Lao Ta Sa' Yang, is pictured here with a visiting Meo couple. The Meo tribesman on the left is wearing traditional costume and they are being briefed before recording some of their songs for broadcast over the new 100 k.w. station in Chiang Mai.

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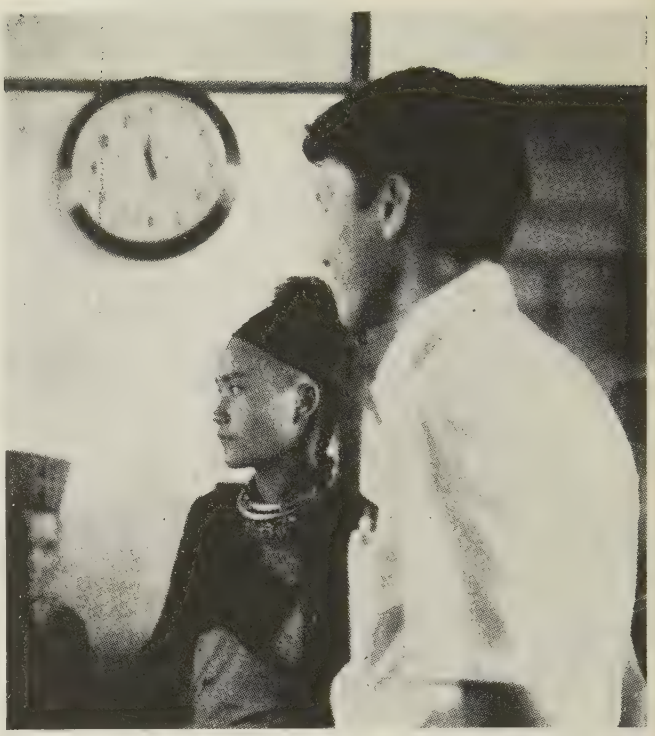
of two Meo, two Yao and two Karen, this number has nearly been doubled and shortly it is hoped to have twenty langauge programme personnel, new studios, better equipment and the ability to move around the north to a much greater extent. Initial programming of language broadcasts amounted to about two hours per day, repeated about twelve hours later.

Now the station broadcasts languages for about six hours a day in a nine-hour transmission spread. The eventual aim is to transmit for 17 hours a day.

The objectives of the station are to create a greater national awareness among the hill tribes, and to counter Communist radio programmes. The underlying philosphy is to provide better programmes than they can get from elsewhere by identifying them with their aspirations for a better life; by entertaining them with their own song and music; by trying to make them feel that the Government is concerned with their welfare, health, agriculture, and in so doing make them feel that this is their station to which they would rather listen than any other. This makes them relatively less inclined to listen to other programmes.



The problem of national identification is much more difficult, in that this must inevitably become a dialogue. You cannot encourage one group to make overtures to another if the other group is not responsive. In Thai society, hill tribes were formerly left much to themselves and only recently has a more defined policy come into being in an effort to integrate them more into the social and economic pattern of the country as a whole. But it is inevitably a slow process and until a closer dialogue between the tribes and government emerges a certain amount of confusion will persist.

The problem is further aggravated by Communist subversion which inevitably ruptures the tribal and village structure.

The tribal people want to get on with their own business, to grow their crops and raise their pigs and chickens, to send their children to school if it's at all possible and to get some of the better things of this mid-twentieth century. And although this may not come about for a long time the programmes beamed to them over the new 100 kw station could play a big part both from an education point of view and in helping their aspirations to come to fruition more quickly.

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A Meo woman listening to a playback of a tribal song she has just recorded.

'One small step for Man...

AT 20.17 GMT, July 20, 1969, Mr. Neil A. Armstrong and Col. Edwin E. Aldrin in their spaceship 'Eagle' gently touched down on the Moon's Sea of Tranquility.

About six hours later Mr. Armstrong opened the landing craft's hatch, climbed down the steps in his bulky suit and, at 02.56 GMT, July 21, 1969, set foot on the Moon, declaring as he did so:

"That's one small step for man, one giant leap for mankind."

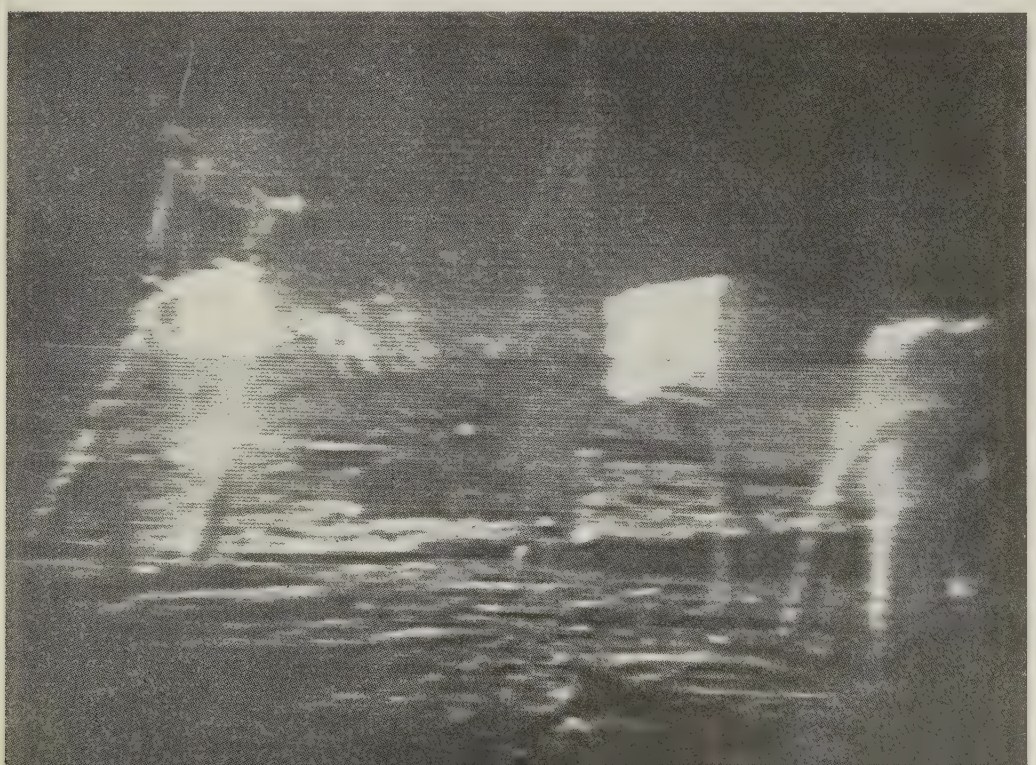
The surface was fine and powdery, he reported. "I can pick it up loosely with my toe....I only go in a small fraction of an inch, but I can see the footprints of my boots and the treads in the fine sandy particles."

Nineteen minutes later the television camera outside 'Eagle' showed Col. Aldrin coming out to join Mr. Armstrong. The two Moon pioneers set up another television camera from the lunar module, planted the American flag with messages of peace on behalf of all mankind and began scooping up rock and sand samples.

After 135 minutes on the surface of the moon they re-entered 'Eagle', there to enjoy some five hours of well-earned sleep—Mr. Armstrong on the engine cover and Col. Aldrin on the floor.

The blast-off from the Moon, described in terms of ecstatic simplicity by Col. Aldrin as "beautiful.... beautiful," was at 17.54 GMT. Unlike the outward trip from Earth, the two had to perform everything by themselves, from the countdown to the firing of the 3,500-pound thrust engine. But like everything else that had gone before and was to follow afterwards on this—man's most triumphant journey—the 'Eagle' lifted off flawlessly. They were on

...one giant leap for Mankind'



In this televised Moon scene Neil Armstrong is on the right after planting the American flag on the Moon's surface. On the left of the flag the 'ghostly' silhouette of the lunar module can be seen in the background.

Neil Armstrong, 38, the civilian Apollo 11 commander, took the first step on the Moon on behalf of all mankind. Mr. Armstrong knew how to fly at 16, was a NASA test pilot for the 4,000 m.p.h. X-15 rocket plane, and saw active duty in the Korean War where he survived 78 combat missions. His previous space mission was with Gemini 8. A graduate of the University of Southern California, Mr. Armstrong is married and has two sons. His hobby is gliding.

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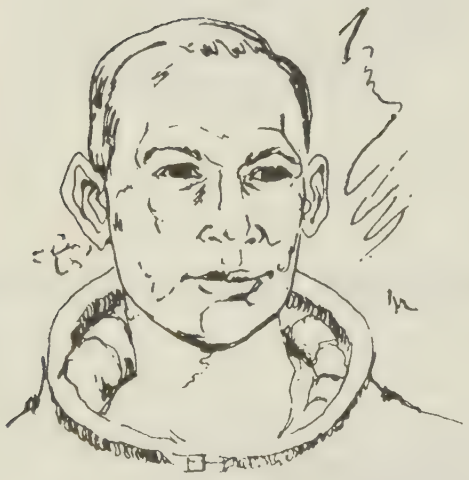

Second man on the Moon and co-pilot of the lunar module: Colonel Edwin E. ("Buzz") Aldrin, Jr., 39, is also one of the few men who have walked in space. This was during the Gemini 12 flight in 1966 when he spent five and a half hours outside his ship. A graduate of the Military Academy, West Point, Col. Aldrin has a doctorate from the Massachusetts Institute of Technology for a thesis on the mechanics of orbiting spacecraft. He is married and has two sons and one daughter.

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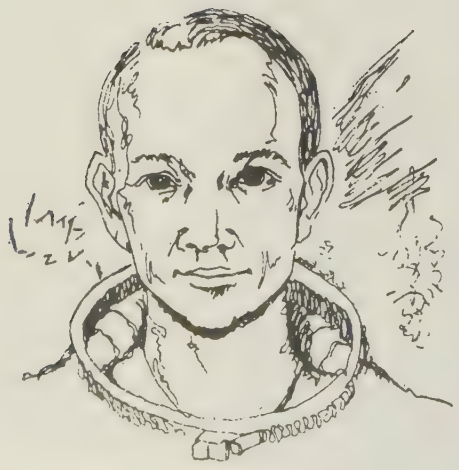


Lonesome pilot of the command module — mothership 'Columbia', was Lt. Col. Michael Collins, 38, who stayed in orbit round the Moon for some 28 hours before successfully linking up once again with Armstrong and Aldrin. Lt. Col. Collins is a graduate of West Point and a former jet-fighter test pilot. An astronaut since 1963, he piloted the three-day Gemini 10 flight in 1966 during which he made two spacewalks. Col. Collins is married and has two daughters and a son.

their way to the rendezvous and link-up with Col. Mike Collins in the command ship 'Columbia'. This occurred, once again without a hitch, three and a half hours later. Col. Collins, of course, had been the loneliest man in space during the moon exploration. Nevertheless, on waking up to keep the appointment he said he felt "pretty good."

Next came another critical point in the journey: the escape from the Moon's gravitational grasp and re-entry into Earth's orbit. The moment came, and passed, and the three found themselves homeward bound. A cool Col. Aldrin radioed Earth to open up the lunar receiving laboratory—a building complex at the Space Centre, in Houston, where they would stay for 18 days in quarantine upon their return.

Apollo 11's splashdown in the Pacific Ocean took place about 940 miles south-west of Honolulu, at 16.50 GMT, on July 24.

It dropped upside down about 11 miles from the USS Hornet, the recovery ship. It was righted in due course, as Col. Collins sent out the reassuring words: "Everybody take your sweet time. We're doing all right in here."

Aboard the Hornet, President Nixon watched the bobbing spacecraft from the flag bridge, side by side with Apollo-8 astronaut Frank Borman.

At Mission Control in Houston, on the board where Apollo 11's progress was charted, appeared the statement from the late President Kennedy's message to Congress in May, 1961:

"I believe this nation should commit itself to achieving the goal, before this decade is out, of landing a man on the moon, and returning him safely to earth." That commitment has been fufilled.

As President Nixon told the three heroes aboard the Hornet, talking through the glass panel of their mobile quarantine unit: "This is the greatest week in the history of the world since the creation..."

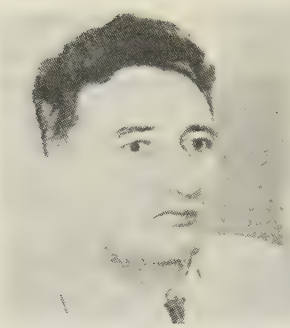
The word 'greatest' has never been used with more justification. Indeed, all the superlatives, all the adjectives to convey the sense of fantasy-come-true; of awe, excitement, elation, triumph, must have been exhausted during the historic week from the moment Apollo 11 rocketed off from Cape Kennedy on July 16.

Anticipating the speeches they would be making once released from their quarantine, President Nixon told the three moonmen they could be very short and, he added, "If you want to say 'fantastic' or 'beautiful', that's all right with us. Don't try to think of any new adjectives. They've all been said."

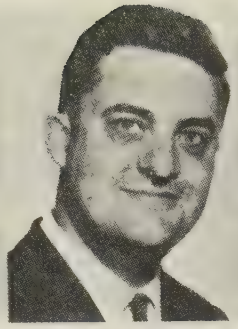
The famous scientist whose name has been connected more than any other with America's space programme from the very start, Wernher von Braun, thought so too; he chose to leave out all adjectives when he compared the lunar landing on July 21 to "the moment when the first living thing crawled out of the ocean eons ago and survived on land."

Part of Thailand's contribution towards recognition of man's greatest achievement of the century was this realistic model of the Apollo 11 lunar module erected by the Public Relations Department in the centre of one of Bangkok's main streets.

DIVERSE TOPICS FOR STUDY BY 9 SEATO FELLOWS



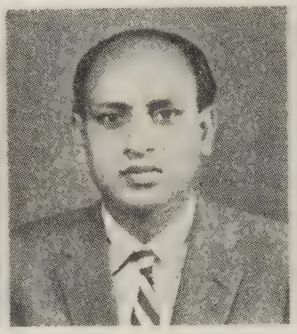
AUSTRALIA



AUSTRALIA

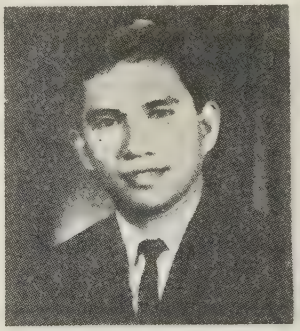
FRANCE

NEW ZEALAND



PAKISTAN

PHILIPPINES



PHILIPPINES

THAILAND

THAILAND

NINE scientists and specialists representing six SEATO member nations and various fields of endeavour have been awarded research fellowships by the Organization for the year 1969-70, it was recently announced by the SEATO Office of Cultural and Economic Affairs.

Two of the nine are from Australia, one each from France, New Zealand and Pakistan, and two each from the Philippines and Thailand. Their names and subjects of research follow:

AUSTRALIA: Mr. M. Lazarides, Plant Taxonomist, Commonwealth Scientific and Industrial Research (CSIRO), Land Research Division, has been awarded a SEATO fellowship to undertake taxonomic studies in tropical grasses. His CSIRO colleague, Mr. N.S. Snow, Senior Research Scientist with the Dairy Research Division, will be making a study of the effect of Westernization and associated cultural changes on food preferences and the marketing of new food products in Thailand and the Philippines.

FRANCE: Dr. M. Lelart, chartered accountant, Professor of Economics, and Researcher in Economics and financial sciences at the National Centre of Scientific Research, will conduct a study on money and economic development.

NEW ZEALAND: Mr. F.G.B, Keen, Teacher of Geography, Mana College, Wellington, has been granted SEATO support to study the man-land relationship of the hill tribes of north-west Thailand.

PAKISTAN: Dr. Md. N.H. Khan, Reader in Biochemistry, Dacca University, will carry out his study in Thailand of the metabolism of Vitamin A.

PHILIPPINES: Professor R.V. Azanza, head of the Department of Economics and Finance, San Beda College, Manila, is to survey the free trade zones in South-East Asia. Dr. A.A. de la Cruz, Dean and Professor, School of Graduate Studies and College of Liberal Arts, Southern Capital College, Misamis Occidental, will prepare a field and laboratory teaching manual in ecology.

THAILAND: Dr. Anong Nondhasuta, Assistant Professor, Pathology Department, Ramathibodhi Hospital and Medical School, will undertake a chromosome study of feeblemindedness in known and unknown etiology. Dr. Suchin Dansubutra, Lecturer in the Political Science Faculty, Chulalongkorn University, will be conducting a study of public participation in local politics.

SEATO GIVES BOOKS TO MILITARY SCHOOL

SEATO recently presented educational equipment including books to Thailand's Armed Forces Preparatory School in Bangkok.

The presentation was made by SEATO Secretary-General, Lieut. Gen. Jesus Vargas, to Air Chief Marshal Dawee Chullasapya at a special ceremony held at the school to mark the occasion.

Drilling weapons in the form of M One rifles were also presented to the school at the same time by Major General Louis T. Seith, Chief of JUSMAG in Thailand, on behalf of the U.S. Government.

Before presenting the books and equipment Gen. Vargas told the students:

"It is to the youth such as you represent, and to schools such as your own, that your nation, and indeed the whole Asian region, look for the development of leaders capable of guiding the destinies of millions of people through turbulent times. Your country, in particular, can do so much to provide Asia with that sense of purpose which it so sorely needs if it is to retain its freedom while achieving progress and development."

Air Chief Marshal Dawee (right) studies one of the maps presented by SEATO together with Lieut. Gen. Jesus Vargas (centre) and Air Marshal Manob Suriya, Director of Military Research and Development (left).

THAI MATHEMATICS SCHOLAR

Mr. Wichai Bunchua, a SEATO scholar who has recently returned from the University of the Philippines with a Master's Degree specializing in the teaching of mathematics, is shown being congratulated by SEATO Secretary-General Jesus Vargas. Mr. Wichai was awarded the SEATO postgraduate scholarship in June 1967.

ITEMS IN BRIEF

THE FINER POINTS OF THAI...

"There is no 'v' sound in Thai, no 'z' or 'th'. That's why some of us find it difficult to pronounce words like 'vain' or 'zoo' or 'think' correctly.

"In Thai we say 'we go school' and 'I angry you'. There is no need for the ubiquitous preposition or for coupling the verb 'to be' with the adjective.

"The absence of article, definite or indefinite, is another difference. So when you hear a Thai say 'I go post-office', don't be surprised."

Pictured on the right is Miss Wilai Punpanich, a SEATO scholar, discussing with Mr. John Orr of the SEATO Public Information Office some characteristics of the Thai language which most often present stumbling blocks to Thai students learning English.

Miss Wilai won a SEATO post-graduate scholarship to work for a master's degree in teaching English as a second language at the University of the Philippines.

During her two years there she was also given two scholarships by the University in recognition of her superior academic performance. Now back in Thailand after earning her degree, Miss Wilai paid a recent visit to SEATO before returning to the province of Prachuab to resume her position as an English instructor at Prachuab Widdhyalai School.

Miss Wilai's master degree thesis deals with the preparation for a school-leaving examination in English for Thai lower secondary school students. Containing contrastive analysis of Thai and English, it pinpoints learning difficulties experienced by most students and will most likely be of great service to educational authorities and other teachers of English.

Electronics experts meet at SEATO

A further SEATO Military Planning Office Communications-Electronic Working Party met at SEATO Headquarters, Bangkok, from 7-18 July with delegates from Australia, New Zealand, Philippines, Thailand, United Kingdom and United States. The main task was to resolve some of the problem areas revealed during the SEATO Communications Exercise Ramasoon in 1968. The Working Party's recommendations after approval by the Military Advisers will be tested in future exercises and incorporated in the Military Plans for the defence of the Treaty Area.

Delegates are pictured on the left during the meeting.

70 DELEGATES ATTEND LOGISTICS MEETING

Seventy delegates from six Member Nations attended a SEATO Logistics Conference which was opened at the SEATO Military Planning Office last month by the Deputy Chief, Captain Chob Sirodom. The Conference, which dealt mainly with movement aspects of SEATO logistic plans, ended on July 25.

Senior delegates attending are pictured here (from left to right) Front row; Lieut. Col. C.R. Roberts (United States), Chairman of the Conference; Colonel F.R. Ventura (Philippines); and Colonel Krisn Cheecharern (Thailand). Second Row; Lieut. Col. W.P. Riley (New Zealand); Colonel F.J. Hartridge (Australia). Back row: Wing Commander B. Stanley-Hunt (United Kingdom) and Lieut. Col. E.P. Ford, Head of the Logistics Plans Division at the SEATO Military Planning Office who was co-ordinator for the meeting.

The conference was interrupted briefly for the promotion of Lieut. Col. E.L. Konopnicki, a U.S. delegate who is the SEATO representative on the CINCPAC logistics staff in Hawaii. Above left, Gen. J. Wagstaff, Deputy Commander MACTHAI. is seen pinning on the colonel's insignia.

A day at SEATO for New Zealand journalists

SEATO Secretary-General Jesus Vargas is pictured below (left) welcoming Lieut. Col. R.I. Launder, Director, New Zealand Defence Public Relations, who accompanied a group of New Zealand journalists on a tour of South-East Asia, during which they visited SEATO Headquarters, Bangkok.

Others in the photograph are, from left to right: The Chief of the SEATO Military Planning Office, Major-General Autrey J. Maroun; the New Zealand Military Adviser's Representative at SEATO Headquarters, Captain M.J. McDowell, Mr. R.E. Coury, Editor, News Service, New Zealand Broadcasting Corporation; Mr. W.E. Crawford, Editor, 'Northern Advocate', Whangarei; and Mr. R.J. Burke, Defence Correspondent, 'Evening Post' Wellington.

The group left New Zealand on 17 June and before returning on 21 July will have visited Singapore, Thailand, Laos, Malaysia and South Vietnam.

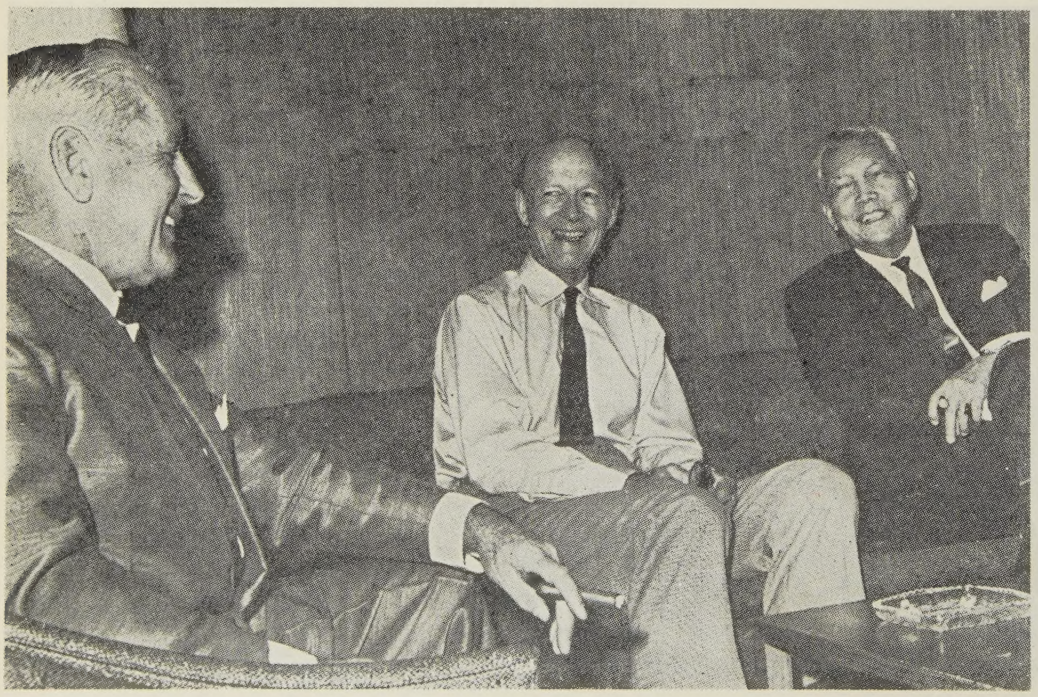
Conference officer leaves for U.K.

Miss Penny Ford recently left for the United Kingdom after serving at SEATO Headquarters for the past 14 months as Conference Officer with the office of the Secretariat General.

Before leaving Bangkok she was joined by her fiance, Mr. Terry Curran, who until recently was Third Secretary at the British Legation in Peking. Mr. Curran and Miss Ford plan to get married in September.

Miss Monica Harper, who arrived in Bangkok from London to take the place of Miss Ford formerly worked for two years with the Protocol and Conference Department of the Foreign and Commonwealth Office in London. Miss Harper is pictured above (left) being briefed by Miss Ford on aspects of her work as conference officer.

MEDICAL PROF. VISITS SEATO



Professor F.F. Rundle, Dean of Medicine, University of New South Wales, Sydney, Australia, recently paid a call on SEATO Secretary-General Jesus Vargas. Professor Rundle was attending a special seminar on trends in medical education training held at the Ramathibodi Hospital.

Pictured here in General Vargas' office are, from left: Mr. David Wraight, SEATO Deputy Secretary-General; Professor Rundle; and General Vargas.

While at SEATO, Prof. Rundle also held discussions on military medicine with Lieut. Col. K.J. Fleming of Australia, currently serving as Medical Officer with the Military Planning Office.

On your Bookshelf

SCHURMANN, Franz. Communist China. Harmondsworth, Penguin Books, 1968. xxxiii, 647p. (China Readings 3) 335.430951

RIZAL, Jose. Reminiscences and travels. Manila, Jose Rizal National Centennial Commission, 1961. xxxiii, 374p., illus. 920

RATNAM, K.F. The Malayan Parliamentary Election of 1964. Singapore, University of Malaya Press, 1967. 467p., maps. 320.9595

ELLIOTT, David W.P. Pacification and the Viet Cong System in Dinh Tuong: 1966-1967. Santa Monica, RAND, 1969. x, 105p. (Memorandum RM-5788 ISA/ARPA)

GURTOV, Melvin. Problems and Prospects of United States Policy in South-East Asia. Santa Monica, RAND, 1969. xiv, 120p. (Memorandum RM-5910-ISA) 327.73059

YOST, Charles. The Insecurity of Nations: International Relations in the Twentieth Century. New York, praeger, 1968. x, 276p. 372

SANDERS, A.J.K. The People's Republic of Mongolia: a guide. London, Oxford Univ. Press, 1968. xi, 232p. 951.7

GITTINGS, John. Survey of the Sino-Soviet Dispute. London, Oxford University Press, 1968. ix, 410p. 327.47051

SEATO PUBLICATIONS

(The following publications may be obtained, on request, from the Public Information Office, SEATO Headquarter, P.O. Box 517, Bangkok, Thailand.)

SEATO Annual Report 1967-68 (English, Thai)—by Lt. Gen. Jesus M. Vargas, Secretary-General of SEATO.

Story of SEATO (English, Thai)
Information pamphlet on SEATO with notes on member countries.

Manila Pact and Pacific Charter (revised 1968)
Texts of the South-East Asia Collective Defence Treaty and the Pacific Charter, with explanatory notes.

Gandhara Sculpture in Pakistan (English, Thai)
The origin and development of Gandhara art.

Aspects of the History, Culture and Religions of Pakistan
Lectures by Dr. Ishtiaq Hussain Qureshi, Vice-Chancellor of the University of Karachi, as a travelling lecturer under the SEATO Cultural Programme.

Interpretative Translations of Thai Poets
by M.R. Seni Pramoj.

Post-graduate Studies in Asian SEATO Countries
A guide for applicants for SEATO post-graduate scholarships.

Collective Security: Shield of Freedom (Revised, 1963)
The nature and scope of the various collective security pacts linking 41 nations of the Free World. Foreword by Mr. Pote Sarasin, former Secretary-General of SEATO. 165 pp.

Medical
Research into Disease—I (Revised): Cholera (Pakistan—SEATO Cholera Research Laboratory) in English and Thai.
Research into Disease—II: The Search for Health (SEATO medical projects in Thailand).
Research into Disease—III: Malaria (SEATO Medical Research Laboratory, Bangkok) in English and Thai.

Community Development
Report of the SEATO Seminar on Community Development, July 19-23, 1965. In English and Thai.

The Role of Youth in Asia
Report of the SEATO Seminar on 'Youth's Response to Challenges in Asia', Feb. 13-17, 1967.

Skilled Workers for the Armed Forces (English, Thai)
A description of the SEATO Military Technical Training School, Bangkok.

Training Workers for Developing Industries (English, Thai)
An account of the SEATO Skilled Labour Project in Pakistan, the Philippines and Thailand.

Posters:
Better Communications for Better Living (English, Thai)
Skilled Hands for National Progress (English, Thai)
The Painter's View of his Country—I
Good Health Key to National Prosperity
Highway To Health (SEATO-Cholera Research Laboratory, Dacca).
A Helping Hand On The Land (SEATO Agricultural Research Project).

Communist Economic Subversion: A Reappraisal
by Dr. Hans Heymann Jr. A discussion of the growing Communist reliance on economic measures as tools of foreign policy.

Peking on Revolution
Extracts from speeches and articles on the 90th anniversary of the birth of Lenin indicating the demand for revolutionary uprising.

Communism in Decline: the Huk Campaign
by Lt. Gen. Jesus M. Vargas.

Defeating Communist Insurgency
by Sir Robert Thompson (Thai translation)

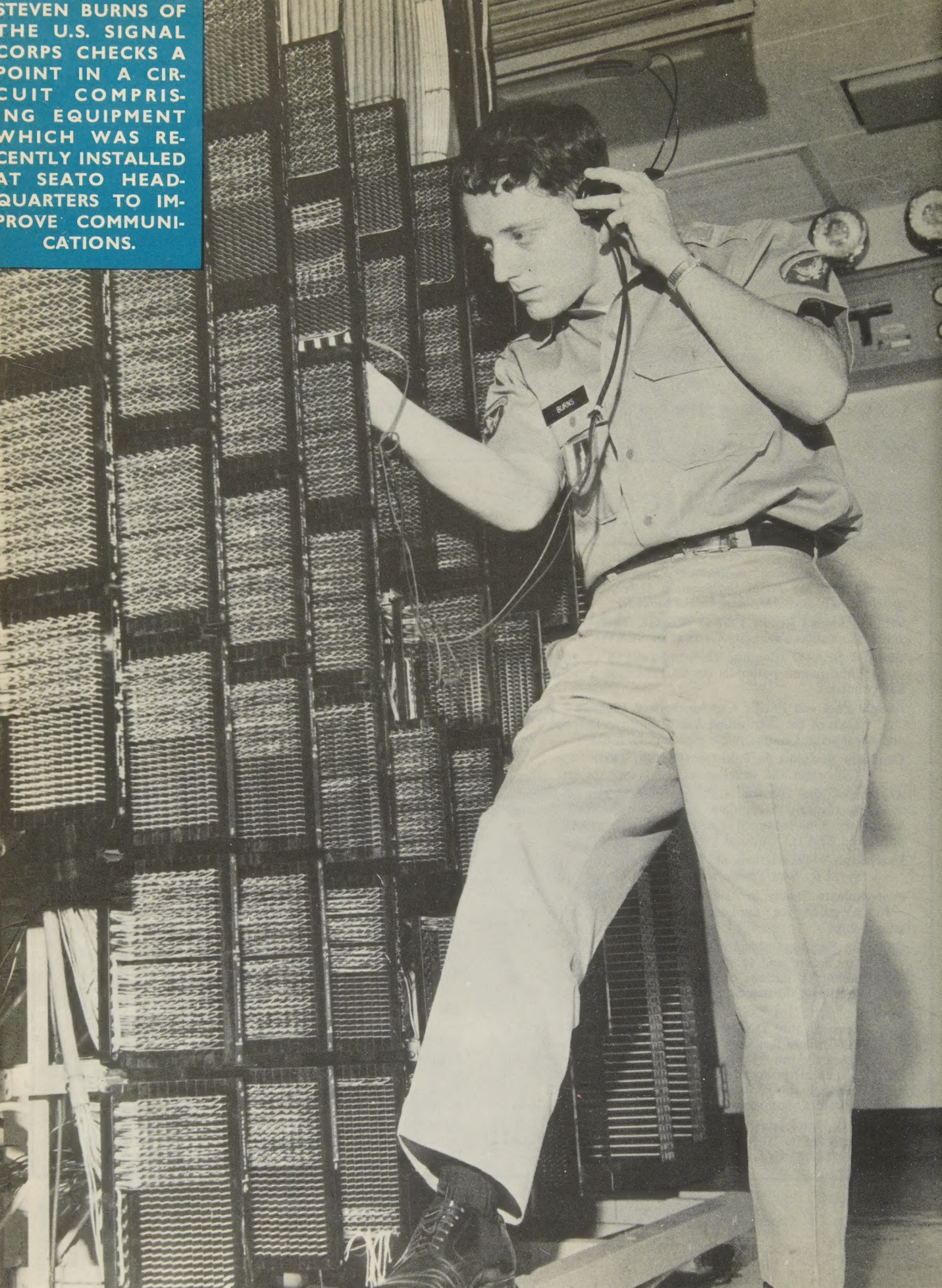
Radio Writers Handbook (English, Thai)
by Madeleine C. Meyer.

The Changing Face of Communism
A lecture in booklet form given at SEATO Headquarters by Douglas Hyde in May, 1968.

Security in Rural Areas
Two papers in Booklet form presented by Douglas Hyde at a SEATO-sponsored seminar on internal security in rural areas held in Manila in May, 1968.

Buddhism in Thailand
By. R. Bhavilai. A modern Thai's interpretation of Buddhism.

Printed by Sompong Chaicharoen at the Sompong Press Ltd. Part. 14/8 Pracharasdra Road, Bangkok, August 1969



STEVEN BURNS OF THE U.S. SIGNAL CORPS CHECKS A POINT IN A CIRCUIT COMPRISING EQUIPMENT WHICH WAS RECENTLY INSTALLED AT SEATO HEADQUARTERS TO IMPROVE COMMUNICATIONS.